

MAR 13 1967

FLORIDA STATE ROAD DEPARTMENT



PLEASE RETURN TO THE
REFERENCE LIBRARY MAINTAINED
FOR THE FLORIDA LEGISLATURE BY THE
LEGISLATIVE REFERENCE BUREAU
300 KNOTT BUILDING
TALLAHASSEE, FLORIDA

BIENNIAL REPORT 1965 - 1966

FLORIDA STATE LIBRARY

125.75
R7

About the Cover. . .

The Florida State Road Department moved November 11, 1966, into a modern, five-story new office building. Named for former Governor Haydon Burns, the structure contains 254,000 square feet of space and was erected at a cost of \$3.5 million. The official address is 605 Suwannee Street.

Prepared by

Division of Information and Research

Photographs by Wade Blake,
Ben Balding and Angelo DiJoseph.
Art Work by Warner Sanford.

26th Biennial Report

1965-1966

Florida State Road Department

CONTENTS

Biennium in Brief	6
Your Highway Dollars	8-9
Interstate System	10-11
Primary System	12-13
Secondary System	14-15
Urban Construction	16-17
Maintenance	18
Highway Services	19
Highway Beautification	20-21
Toll Facilities	22
Testing and Research	23
Highway Safety	24-25
Future Highway Needs	26
Distribution of Gasoline Tax	27
Statistics Reflecting Growing Highway Demand	28
Miles of State-Maintained Highways	29
Financial Statistics	30-51



CLAUDE KIRK, JR.

Gouver

State of Florida

Very truly yours,
Jay W. Brown
Jay W. Brown
Chairman

Rejhez...

Ergonomics

3



JAY W. BROWN
Chairman
State Road Board



DONALD R. CRANE, JR.
Board Member
District 1



HARRY GONZALEZ
Board Member
District 2



JAMES LEE
Board Member
District 3



MICHAEL O. O'NEIL
Board Member
District 4



WILLARD PEEBLES
Board Member
District 5

ENGINEERING BRANCH



P. W. EKEY
State Highway Engineer

WILLIAM GARTNER, JR.
*Deputy State
Highway Engineer*



ASSISTANT STATE HIGHWAY ENGINEERS

T. W. JENNINGS, *Structures*
C. J. SCHENCK, *Planning*

ROLFE MICKLER, *Maintenance*
W. B. McGEE, *Construction*

DIVISION ENGINEERS

Charles Hopkins, *Interstate Engineer*
J. B. Wadsworth, *Principal Administrative Engineer*
P. J. White, *Engineer of Construction*
Charles R. Miller, *Engineer of Maintenance*
J. P. Herndon, *Engineer of Maintenance*
C. D. Dunlap, *Engineer of Road Design*
Robert Churchill, *Engineer of Planning*
R. C. (Bob) Burnett, *Engineer of Bridge Design*
Thomas Alberdi, Jr., *Engineer of Structures*

A. S. Cox, *Engineer of Construction*
D. W. Stehmeyer, *Engineer of Drainage*
R. G. L'Amoreaux, *Engineer of Traffic & Planning*
W. M. Godfrey, *Deputy Engineer of Traffic & Planning*
E. H. Hart, *Engineer of Contracts*
R. E. Arnow, *Engineer of Estimates*
J. D. Cooke, *Engineer of Federal Aid*
J. S. Beazley, *Engineer of Photogrammetry*

W. N. Lofroos, *Engineer of Electronic Programming*
J. D. Gammage, *Engineer of Research, Materials and
Training*, Gainesville
L. L. Smith, *Deputy, Engineer of Research,
Materials and Training*, Gainesville
Dan Turnbull, *Engineer of Highway Safety*
Emmett L. Owens, *Engineer of Secondary Roads*
Harry R. Wisner, *Engineer of Specifications*
Alton Revell, *Director of Safety*

DISTRICT ENGINEERS



FIRST DISTRICT, Bartow

C. W. Monts DeOca, *District Engineer*
Ben Simpson, *Deputy District Engineer*
H. E. Cowger, *Asst. Dist. Engr. (Const.)*
V. G. Marcoux, *Asst. Dist. Engr. (Maint.)*
W. M. Cochran, *Asst. Dist. Engr. (Plng.)*

C. W. MONTS DeOCA



THIRD DISTRICT, Chipley

G. L. Dickenson, *District Engineer*
A. C. Cawthon, *Deputy District Engineer*
W. P. Atkins, Jr., *Assistant District Engineer (Construction)*
S. D. Hall, *Assistant District Engineer (Maintenance)*
T. B. Webb, Jr., *Assistant District Engineer (Planning)*



FOURTH DISTRICT, Fort Lauderdale

C. E. Davidson, *District Engineer*
R. A. Johnson, *Deputy District Engineer*
F. E. Cullum, *Assistant District Engr. (Const.)*
L. N. Landry, *Asst. District Engr. (Maint.)*
C. A. White, *Asst. District Engineer (Planning)*



FIFTH DISTRICT, De Land

C. A. Benedict, *District Engineer*
J. H. Hanna, *Deputy District Engineer*
Charles Sylvester, *Asst. Dist. Engr. (Const.)*
P. N. Pappas, *Asst. Dist. Engr. (Maint.)*
A. A. Davis, *Asst. Dist. Engr. (Plng.)*



SECOND DISTRICT, Lake City

J. D. Ward, *District Engineer*
W. H. Skinner, *Deputy Dist. Engr.*
Lorace Campbell, *Asst. Dist. Engr. (Const.)*
J. A. Moss, *Asst. Dist. Engr. (Maint.)*
James H. Pittman, *Asst. Dist. Engr. (Plng.)*

J. D. WARD

ADMINISTRATIVE BRANCH



RALPH DAVIS
Executive Director

F. K. Strickland, *Executive Secretary*
Hoke Grant, Jr., *Director of Personnel*
Billy Peiham, *Assistant Director of Personnel*
Richard H. Judy, *Comptroller*
Wade Noda, *Deputy Comptroller*
Sam D. Draper, *Director of Revenue Projects*
Roland Baggett, *Director of Data Processing, Communications & Control*
Lawrence Thomas, *Director of Purchasing and Storage*
Frank A. Brown, *Assistant Director of Purchasing and Storage*
Paul C. Wills, *Director of Information and Research*
George A. Allen, *Assistant Director of Information and Research*
A. C. Levington, *Internal Auditor*

LEGAL BRANCH



BRYAN HENRY
Resident Attorney

Jack W. Pierce, *Assistant Attorney*
Phil A. Pacyna, *Assistant Attorney*
J. Marshall Conrad, *Assistant Attorney*
James Vance, *Assistant Attorney*
Gail Swedmark, *Assistant Attorney*
W. Lawson Hancock, *Head of Workmen's Compensation*

RIGHT OF WAY BRANCH



A. J. LEWIS
Director

E. H. Hulse, *Deputy Director*
M. N. Yancy, *Right of Way Engineer*
W. H. Caldwell, *Chief Appraiser*
P. R. Speer, *Chief of Acquisition*
Millard Davidson, *Chief of Property Management & Outdoor Advertising*
Katherine Channing, *Acting Chief of Reports and Records*

THE BIENNIAL IN BRIEF

Major State Road Department emphasis shifted increasingly to Florida's traffic-impacted urban areas during the past biennium.

Costly urban expressways were brought under construction or planned at Miami, Tampa and St. Petersburg. Urban highway projects were underway at many other highly developed areas, including Jacksonville, the Orlando section and around Cape Kennedy.

For the first time, a part of the State Primary Highway Fund was set aside for major cities solely on the basis of population. Under the Urban Construction Program, some \$14 million will be available each year. It will provide an \$84 million special program over the next six years for projects in the 33 largest cities of Florida. In those with populations over 50,000, the program will finance half the right-of-way costs as well as all of the construction.

Many other achievements were recorded by the Road Department during the biennium, but many complex problems were left unsolved.

Major Achievements Included:

- Contracting for \$313 million worth of road construction projects with the \$197 million in 1966 setting a new record for one year.
- Increasing the state-maintained highway system by 921 miles to 17,821 miles.

- Opening 194 miles of new Interstate highways to traffic, for a total of 618 miles.
- Four-laning 320 more miles of the 11,000-mile Primary System, increasing total multi-laning to 1,906 miles.
- More than doubling the amount of four-laning on the Secondary Road System, from 54 miles to 114 miles.
- Launching an attack on highway accidents through a \$10 million Spot Hazard Elimination program.

FOUR-LANED MILEAGE IN STATE-MAINTAINED SYSTEM*

YEAR	INTERSTATE SYSTEM	PRIMARY SYSTEM	TOTAL	SECONDARY SYSTEM	TOTAL
1954	...	333	333	35	368
1955	...	390	390	35	425
1956	...	518	518	35	553
1957	...	600	600	35	635
1958	...	827	827	35	862
1959	13	949	962	37	999
1960	51	1,045	1,096	37	1,133
1961	125	1,193	1,318	38	1,356
1962	177	1,267	1,444	39	1,483
1963	252	1,399	1,651	50	1,701
1964	393	1,586	1,979	54	2,033
1965	447	1,784	2,231	83	2,314
1966**	585*	1,906	2,491	114	2,605

* The completed Interstate mileage in Florida actually totals 628 miles. This figure includes a 43-mile segment of the Sunshine State Parkway (Turnpike) which is not maintained by the State Road Department. This segment between Ft. Pierce and West Palm Beach is identified as Interstate 95.

** Estimated.

- Giving highway beautification standing as a major factor in highway design and maintenance.
- Initiating more advance planning for future highway construction, including a start toward development of a five-year plan of specific highway construction and a long-range, ten-year plan of overall highway growth expressed in general terms.

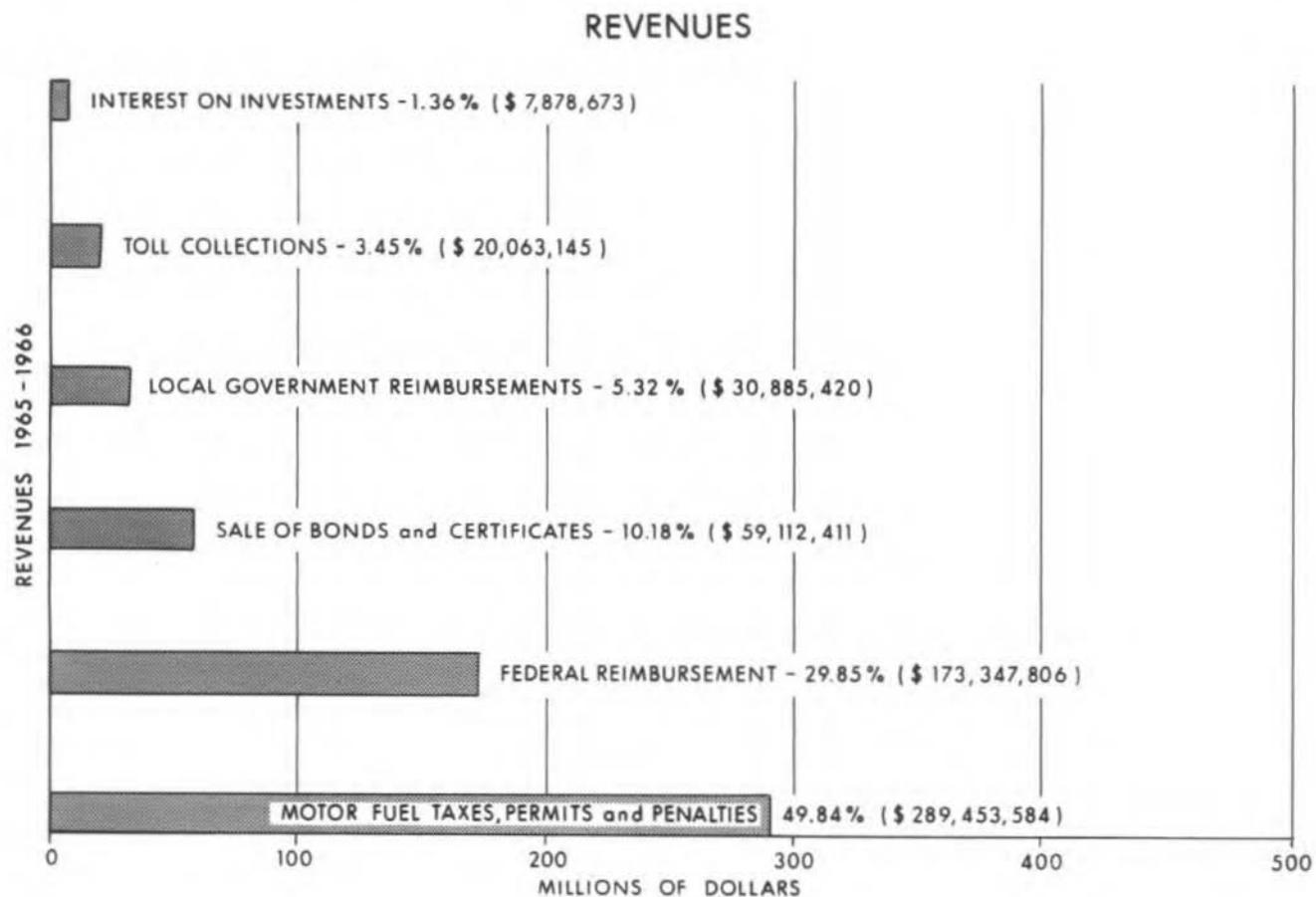
These Problems Remain:

- Demand for more roads and improvements which is growing faster than the Department's financial resources to provide them.
- Long-range forecasts that Florida's growth during the next 20 years will demand some \$4 billion worth of roads.
- Continued diversion annually of many millions of dollars in highway user taxes to non-highway spending.
- The turnover rate of Road Department personnel, which jumped to 25 per cent per year due to low salaries during 1966.

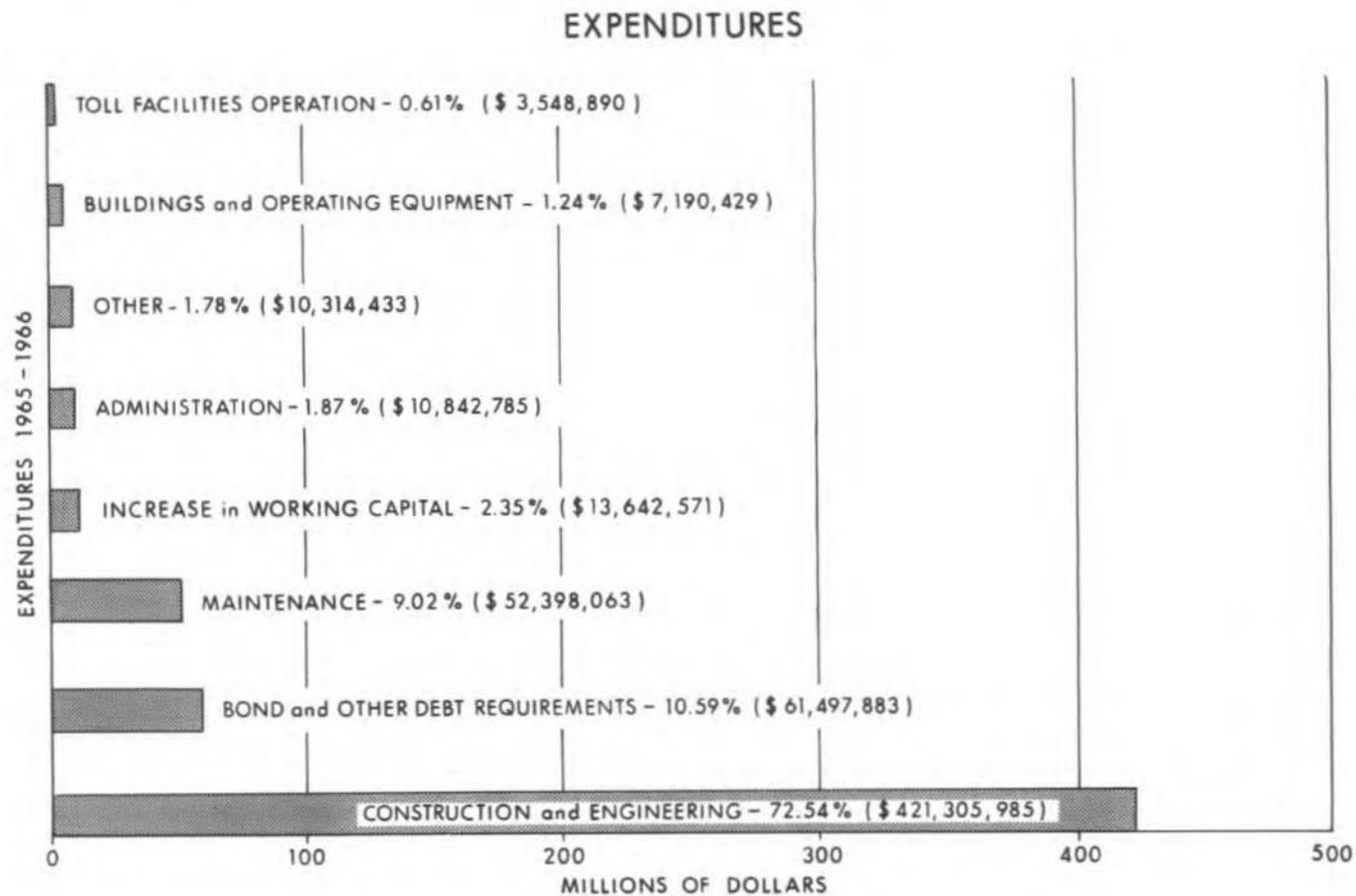
FIFTY YEARS OF PROGRESS—Back in 1917, they built roads like this one on the right for the few cars, wagons and horses. This crew was spreading surfacing material on a narrow road through Polk County near Loughman.

Modern traffic demands sophisticated facilities like the elevated section shown below of the North-South Expressway, under construction in Miami.





WAY DOLLARS



INTERSTATE SYSTEM

Construction of Florida's 1,154-mile Interstate system passed the halfway point in the last biennium.

A total of 194 miles was opened to traffic, increasing the completed portion to 628 miles, or 53 per cent of the proposed total. An additional 104 miles were under construction.

Florida is near the nation's top in development of the Interstate system. Its utilization of funds long ago passed the halfway mark. Because it chose to put early emphasis on the urban links where a dollar buys less highway footage, it is not among leading states in terms of completed mileage. But the mileage will increase rapidly as the long rural sections on I-10 and I-95 are built at lower per-mile costs.

Cost of the network thus far is \$600 million. Estimated total cost of the Florida routes is \$1 billion. Basic financing is 90 per cent federal, 10 per cent state.

Highlights of the biennial progress, by routes, included:

INTERSTATE 75

...Completion of the 60 miles between Wildwood and Tampa outskirts, creating a 360-mile continuous route from central Georgia to Tampa Bay, the nation's longest completed section on any one route.

...Beginning of construction on the last 8 miles in Tampa to a connection with I-4.

INTERSTATE 95

...Completion of nearly all the 90 miles between Jacksonville and the I-4 interchange at Daytona Beach, with all remaining segments scheduled for completion by mid-1967.



WILLIAM DEMPSEY
Interstate Administrator

...Linking of segments in Brevard County to create a 50-mile section for the traffic-impacted Cape Kennedy region.

...Completion of Palm Beach County's first five miles of superhighway.

...Completion or construction of all segments of Miami's I-95 route except for one stretch. Included in the Miami work was the mighty Midtown Interchange linking I-95 and the East-West Expressway. It will carry more than 250,000 cars daily when its feeders are completed.

...Activity on every foot of Florida's I-95 route—including planning, surveying, right-of-way acquisitions, construction or carrying traffic.

INTERSTATE 10

...Five more miles completed near Pensacola, connecting with eight miles opened to traffic earlier, and construction underway from Pensacola 24 miles east to Harold.

...Thirteen miles were brought under construction from Lake City westward in a resumption of work in this area. The route has been open several years from the I-75 interchange at Lake City to Jacksonville.

INTERSTATE 4

...A 1.5-mile extension into downtown St. Petersburg was approved by federal authorities.

...Except for the Interchanges at each end and the additional construction in St. Petersburg, this route is virtually complete.



FLORIDA INTERSTATE SYSTEM

Legend

- INTERSTATE ROUTE
- PLANS BEING DEVELOPED
- RIGHT OF WAY BEING ACQUIRED
- UNDER CONSTRUCTION
- COMPLETE

PRIMARY SYSTEM

Another biennium of record four-laning has given Florida a Primary highway system in which nearly one of every five miles is multi-laned.

The Road Department completed four-laning of 320 miles of the 11,000-mile system during the biennium, increasing the state-wide total to 1,906 miles. This does not include the 628 miles of multi-laned Interstate highways, a special category of Primary.

Four-laning on the Primary system during the 1965-66 period established a record, exceeding by two miles the old record set during the previous biennium.

It was the third successive biennium in which the four-laning topped 300 miles.

Funds spent on primary highway contracts totaled \$102 million in 1965 and 1966. Some \$25.5 million of this was spent through the Federal-State Urban fund. More detail on the urban primary work is given in the Urban Highway section of this report.

MAJOR CITIES LINKED BY FOUR-LANING

The new multi-laning, found in all parts of Florida, was a major step in the Road Department's long-standing goal to link all major cities of the state with four-laned highways.

Primary roads are the best constructed traffic arteries available for the vast majority of automobile trips. Although only 14 per cent of the road mileage in Florida, they carry more than 60 per cent of the state's traffic.

Four-laning not only creates a facility that can carry more than twice the traffic handled by a two-lane road, but also cuts the automobile death rate for the road by at least one-half.

A great number of significant primary construction projects were completed during the biennium.

Key parts of Miami's East-West Expressway and other urban stretches were being financed from the Primary fund. Four-laning of the primary links forming the main streets of cities and communities all over Florida became common.

In addition, rural two-lane gaps were closed by multi-laning, creating long stretches of continuous four-laning.

Examples of these projects were several jobs on U. S. 301 which opened a multi-lane route from Baldwin to a point near Ocala where it meets U.S. 441, also four-laned continuously from Alachua to Kissimmee.

The U.S. 19-98-27 route was four-laned between Cross City and the Suwannee River to extend four-laning continuously from Chiefland up to the Georgia line north of Monticello.

OTHER PRIMARY IMPROVEMENTS

An urban project underway will make U. S. 27 a four-laned route from Chiefland to the Georgia line north of Tallahassee. Other sections of U. S. 27 in Glades and Lake Counties where traffic is heavy also were four-laned during the biennium.

U. S. 92 was multi-laned in Polk County from Lake Alfred six miles to Haines City, and more than two miles north of DeLand.

State Route 40 was multi-laned from Ocala to Silver Springs, a distance of nearly four miles. It was extended as a new, two-lane road from Barberville east to Ormond Beach, some 23 miles.

The Road Board, to gain a lower interest rate for a bond issue to four-lane the Sunshine Skyway, pledged \$3 million in Primary funds for this vital improvement project.

The Primary fund also furnished 20 per cent of the \$2.6 million needed in a cooperative Federal-State project to four-lane two bridges on State Road 520 connecting Cape Kennedy with the mainland near Cocoa Beach.

CONDITION OF STATE PRIMARY SYSTEM

As a means of determining the physical condition of the state highway system and its ability to handle existing traffic, an annual sufficiency rating is conducted. This sufficiency rating takes into consideration all of the physical measurements of the highway and the capacity of the high-

way to handle the volume of traffic which is using it. Numerical ratings are obtained which are an index of just how good or bad the highway is at the present time. A rating of 100 points indicates a completely adequate highway. The rating is divided into four categories:

Good—A rating of 80 and above is adequate for present needs.

Tolerable—A rating of 70 to 79 serves present needs but has deficiencies which will need correcting in the near future.

Poor—A rating of 56 to 69 is inadequate for present needs and should be programmed for improvement.

Critical—A rating of 55 and below is inadequate and dangerous for present users and should be improved immediately.

Comparable ratings of the state primary system:

RURAL ROADS

Year	Critical	Poor	Tolerable	Good	Total Miles
1953	22.3%	19.4%	17.0%	41.3%	8,651
1954	23.2	19.2	15.5	42.1	8,671
1955	23.1	19.0	15.3	42.6	8,791
1956	22.0	20.3	18.9	38.8	7,140
1957	22.9	18.7	18.1	40.3	8,946
1958	18.8	18.7	20.3	42.2	9,027
1959	20.1	18.7	20.1	41.1	9,017
1960	21.6	20.7	22.3	35.4	9,084
1961	25.2	18.4	21.1	35.3	9,221
1962	23.6	17.9	21.8	36.7	9,180
1963	21.6	17.3	21.1	40.0	9,329
1964	23.3	19.2	18.2	39.3	9,450
1965	26.0	16.9	17.4	39.7	9,548
*1966	22.1	18.2	17.9	41.8	9,710

* Estimated

MUNICIPAL CONNECTING LINKS

Year	. . . %	. . . %	. . . %	. . . %	Total Miles
*1953 . . . . .	. . .	. . .	. . .	. . .	1,139
1954 . . . . .	. . .	. . .	. . .	. . .	1,174
1955 . . . . .	. . .	. . .	. . .	. . .	1,216
1956	34.9	21.6	15.0	28.5	1,030
1957	30.2	24.8	15.2	29.8	1,268
1958	31.5	25.2	14.9	28.4	1,289
1959	30.7	24.1	15.7	29.5	1,357
1960	33.3	33.4	14.7	28.6	1,401
1961	34.6	22.0	13.1	30.3	1,418
1962	33.7	20.1	13.5	32.7	1,490
1963	30.7	21.0	14.5	33.8	1,517
1964	30.4	20.0	15.5	34.1	1,567
1965	30.9	19.9	14.5	34.7	1,617
**1966	29.0	18.0	16.7	36.3	1,691

* Ratings for municipal connecting links were not made until 1956.

** Estimated

SECONDARY SYSTEM

The 1965-66 biennium brought a rush of expansion to Florida's system of Secondary roads.

The system expanded by 577 miles, reaching a total length of 6,420 miles. Over \$40 million worth of construction contracts were let during the biennium on the Secondary system.

Considered farm-to-market roads when started in 1950, secondary roads increasingly are being built to multi-laned standards to provide new traffic arteries for traffic-swollen urban areas.

Four-laning on the Secondary system more than doubled during the biennium, increasing from 54 miles at the start to 114 miles

at the end of the two-year period.

Some of the major urban secondary links converted to multi-laned arteries were in Broward County, the Jacksonville area, Escambia County, Palm Beach County, and Pinellas County.

Secondary roads are built through joint action of the Road Department and each county, with part of the revenue allocated for use in each county from three cents of the seven-cents-per-gallon gasoline tax.

In many metropolitan areas, secondary roads will rank with primary highways in importance and traffic volumes in the future growth of the state maintained system.



ROAD DEPARTMENT COMPUTING CENTER—The most versatile piece of equipment used by the Road Department is this IBM 1410 Electronic Computer. Leased at a cost of \$120,000 a year, the computer is capable of performing varied tasks in a fraction of the time it would take to do manually.

CONTRACTING ACTIVITY

Total contracts let 1957 through 1966 for Construction and Road Improvements.*

Calendar Year of:	Contract Amount
1957	\$ 92,402,157.26
1958	126,054,950.85
1959	112,531,027.65
1960	81,757,487.53
1961	67,347,696.35
1962	117,930,484.93
1963	167,213,116.44
1964	187,687,989.70
1965	117,171,379.40
1966	195,974,288.27

Total \$1,266,070,578.38

*Does not include Road Department operating costs, right-of-way acquisition or maintenance other than that handled on contracts.



SECONDARY SYSTEM MILEAGE

Legend

ALACHUA 192 Miles

URBAN



REAL URBAN CONSTRUCTION—The city of Miami has to move over to make room for this elevated expressway, being built barely more than a stone's throw from the downtown buildings. This view of the Expressway under construction looks east along Flagler Street. The viewpoint of the picture below is looking northwest at Flagler Street.



The Road Department marshalled funds from every available source to provide more high-type roads in urban areas.

Interstate money, Primary and Secondary funds and bond issue revenue were pooled to finance development of a \$115 million part of Miami's Expressway system and to undertake a \$68 million limited access route across the St. Petersburg urban area.

Major parts of the Miami system, scheduled for completion in late 1968, include completion of I-95 (the North-South Expressway), the East-West Expressway, and the Midtown Interchange linking them.

In St. Petersburg, the Road Department is four-laning the Sunshine Skyway, extending I-4 into downtown St. Petersburg, and is planning a state-financed link connecting them. This three-year program is in its opening stages.

During the 1965-66 biennium, the Road Department spent some \$26 million in regular Federal-State Primary highway funds on projects in cities and towns throughout Florida. Virtually every major city had one or more such projects.

Some of the larger ones included State Road 13, Duval County, \$893,000; State Road 10A, Escambia, \$954,000; U. S. 98, Okaloosa, \$1.4 million; State Road 46, Seminole, \$370,000; U. S. 27,

CONSTRUCTION

Highlands, \$877,000; State Road 50, Orange, \$627,000; State Road 19, Lake, \$813,000; three major projects in Polk, \$2 million; and eight major projects in Dade, \$7 million.

Late in the biennium, a special urban construction program got underway limited to Florida's 33 cities over 10,000. Those over 50,000 qualify for state reimbursement of half the right-of-way costs, in addition to all the construction costs. The special program is planned for \$14 million annually for six years, or \$84 million.

The first project undertaken through it was four-laning U. S. 27 through 1.7 miles of Tallahassee at a cost of \$858,000. This job will four-lane the last two-lane gap in this major road between the Georgia line and Chiefland.

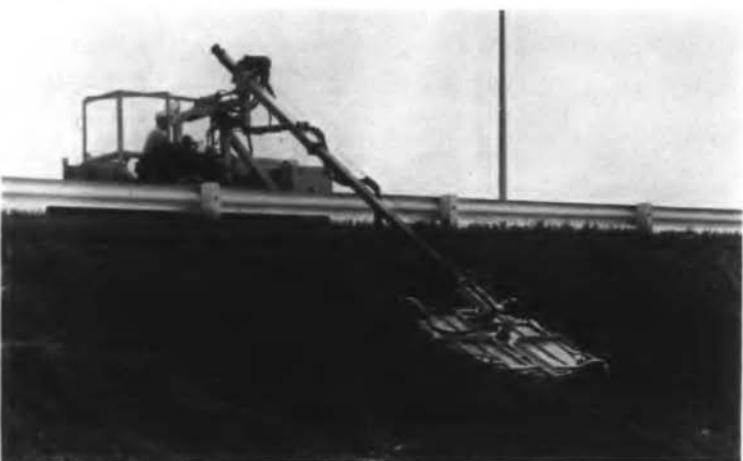
Other special urban construction projects were being readied in Marion, Orange, Hillsborough and other counties.



URBAN FOUR-LANING—This 1.7-mile four-laning project on U.S. 27 in Tallahassee is the first undertaken under the Road Department's new Urban Construction Program limited to Florida's 33 largest cities. When complete, it will provide an unbroken section of major roads from Georgia south to Chiefland, some 340 miles.



VERSATILE "CHERRY PICKER"—Maintenance engineers developed the far-reaching cherry picker, at left, not only for low-cost washing and repair of traffic signs, but also for painting and inspecting bridges. The sign washing operation with the vertical lift truck and hand brushes at right costs 20 cents a square foot, twice the cost of the cherry picker process which uses a high pressure spray unit.



LONG ARM OF THE ROAD DEPARTMENT—Improved machinery such as this mowing unit with a hydraulic arm has cut the cost of moving grass slopes in half. Hand pushed power mower methods cost about \$20 an acre for grass cutting, but this tractor operation costs about \$10 an acre.

MAINTENANCE

The State Road Department's Maintenance Division spent \$46.5 million on preserving Florida's 18,000-mile highway system during the past two years.

While \$9 million of this money was spent on equipment and \$9.6 million was charged to buying maintenance materials, the great bulk of the money (\$27.9 million) was spent on labor. Nearly half of the Road Department's 8,000 employees work in the Maintenance Division.

To cut labor costs, Florida developed and purchased new machines ranging from a special truck with a computer for painting highway center lines to a "cherry picker" unit for washing large overhead highway signs.

Maintained lane mileage increases at a rate of more than five per cent a year, but mechanization and new processes have held down the growth of maintenance costs to four per cent a year.

While the basic responsibility of the division is maintaining the roads, a great deal of its work leads to improvement of the highway system.

Work performed by the division includes: road surface repair; bridge repair and painting; traffic signal installation; installation of highway signs; construction of property access routes; and construction and maintenance of wayside parks, boat ramps, catwalks and rest areas (see page 19).

The Maintenance Division also operates the second largest radio network in the state. With some 1,440 radio-equipped vehicles and about 128 base stations, the Road Department is able to expedite and coordinate the operations of its maintenance forces in every section of the state.

HIGHWAY SERVICES

Making Florida's outdoors and scenery more accessible to motorists is an important part of the State Road Department's highway program.

Approximately \$1,375,000 has been spent in the last 20 years for roadside recreational facilities which are used by untold thousands of visitors each day.

These facilities include 242 wayside parks, located on the state's heavily traveled Primary road system; 120 boat ramps; and 34 fishing catwalks along bridges around the state.

Five well-equipped rest areas were opened on Interstate routes in 1966. Built in pairs to serve each lane of traffic, they cost about \$160,000 per pair. A large part of the cost was complete water and sewage systems required at each. Other facilities include pay telephones, shaded picnic tables, cooking grills, air conditioned rest rooms and cold water drinking fountains. They are the first of more than 40 pairs which will be developed eventually on the 1,154-mile Interstate system in Florida.

Rest areas now opened are on Interstate 75 in Columbia County, south of U. S. 41; I-75 in Marion County, south of Ocala; I-4 in Orange County, west of Orlando; I-4 in Polk County, east of Lakeland, and I-10 in Baker County, northeast of Lake City.



MODERN REST AREA ON I-75—Almost 900 vehicles a day stopped at this Rest Area after it was opened July, 1966, about six miles south of Ocala on Interstate 75. Within weeks, four other rest areas, all built of modern design with landscaped grounds, were opened on other sections of the Interstate system.



CATWALK ALONG GANDY BRIDGE—Tourists and residents alike are drawn to the fine fishing found along highway bridges throughout Florida. Catwalks have been built on more than 30 spans to provide anglers with a safe place from which to fish.



WAYSIDE PARK AT CROWS BLUFF—Picnickers and boaters enjoy the outdoors at the wayside park at Crows Bluff Bridge on State Road 44 at the St. Johns River west of DeLand. These parks are located about every 20 miles along the state's primary system, and usually include cooking grills, picnic areas and in some instances boat ramps and swimming areas.

HIGHWAY BEAUTIFICATION

The State Road Department launched the first broadscale highway beautification program in its history during the 1965-1966 biennium.

Although still in the formative stages, the program produced noticeable results almost immediately. Millions of tourists and residents found that stretches of highway all over the state were being landscaped.

Principal source of funds for the work was the Federal Highway Beautification Act, which provided Florida with \$1.3 million for the first half of 1966 for highway landscaping and acquisition of scenic overlooks.

Every penny was committed by Florida to the scenic improvement of its highways.

Twenty-four landscaping projects were completed at a cost of \$260,000. Three scenic overlooks were acquired at relatively small cost. By far the most expensive was a quarter mile of beach between U. S. 98 and the Gulf near Destin, in Okaloosa County. The other available funds were committed to buying dozens of other scenic overlooks in every part of the state, to assure motorists of access to unspoiled natural scenery in years to come. Negotiations were underway for most at the end of the biennium.



NEW INTERSTATE HAS NATURAL BEAUTY—This aerial photograph shows the graceful, swooping curves among low sand hills on newly opened Interstate 75 in Pasco County, making it a natural scenic highway. Trees and other native vegetation, left intact by the roadbuilder enhance the attractiveness of this new route.

Beautification was given standing as a factor by engineers in the design of new roads.

Another development was a Road Department program to retain some of the natural growth for beautification when new roads are built. In areas where this is possible, maintenance costs are expected to drop instead of increase because the native plants will require less care than the planted

shrubs and the lawnlike grass which would have to be mowed.

The Federal Beautification Act also is aimed at removal of most advertising signs from highways and screening of junkyards. Both these proposals would involve millions of dollars in state road funds, and would require state legislation before the Road Department could undertake them.

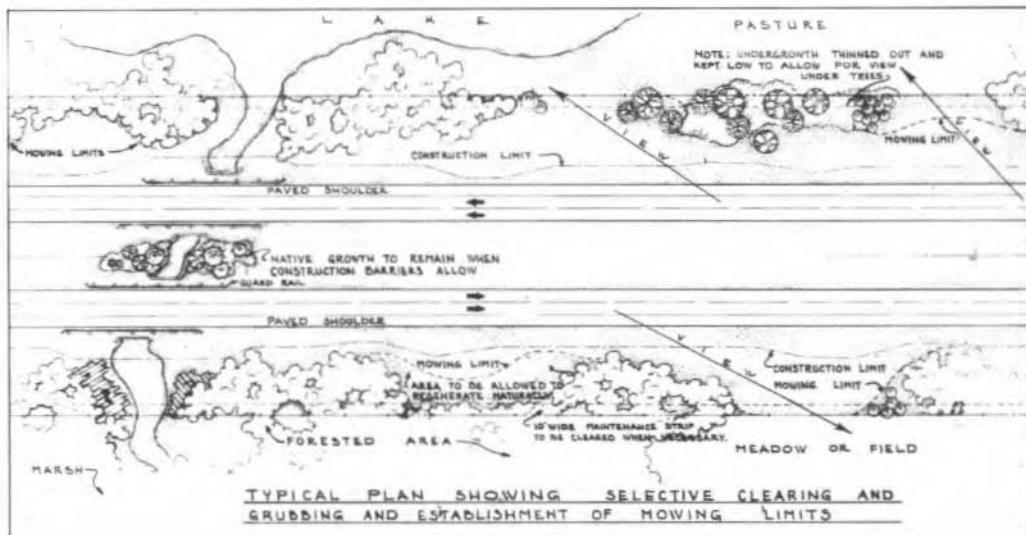


COREY CAUSEWAY IN PINELLAS COUNTY—Landscaping of this traffic island at the newly constructed Corey Causeway Bridge shows effective beautification by local interests. Careful selection of plants makes an attractive scene, but one that does not impede vision of the motorist.



IMAGINATIVE ENGINEERING—Palmetto Expressway at Miami shows a combination of natural and man-made landscaping. Roadbuilders left the stand of pines to left of roadway. Landscape engineers added clumps of palms and other plants on both sides of the roadway to enhance the overall effect.

Typical section of limited access highway as it may be beautified in the future. The construction of the road will be carried out to leave much natural growth standing and enhance the appearance of the route to the motorist. Note the careful clearing of the right of way to open up attractive views for the motorist. Also note that the mowing limit is set well within the right of way, which will hold maintenance costs lower than would mowing the entire right of way.





BLACKBEARD AND A GOLD MINE—Above is the 40-car ferry Blackbeard, one of the last boats owned by the Road Department, which runs between Fort George and Mayport on the historic Buccaneer Trail. Below, the Airport Expressway in Miami, which is the Department's most heavily travelled toll facility. During the past two years, nearly 40 million vehicles used the facility, paying \$3.9 million in tolls.



TOLL FACILITIES

Traffic on the 12 State Road Department operated toll facilities increased approximately 13 per cent in 1965-66 over the previous biennium as motorists paid more than \$20 million to toll collectors.

Managed by the Department's Revenue Projects Division, the toll facilities were used by a total of 119,775,951 vehicles during the last two years while 106,709,716 vehicles were counted in the 1963-64 period.

While revenue increased about \$1.3 million, it did not increase as much as in previous years due to the lowering of tolls on the Sunshine Skyway Bridge across lower Tampa Bay. Up until 1966, when toll charges were cut in half, the Skyway had been taking in more money than any other facility managed by the Department.

Only a portion of one new facility was opened to traffic during the two-year period. The Everglades Parkway, nicknamed Alligator Alley, was opened from just west of Naples, 21 miles to State Road 29, November 21, 1966. The remaining 57 miles of the Parkway is expected to be opened to U. S. 27 just west of Fort Lauderdale by the Fall of 1967.

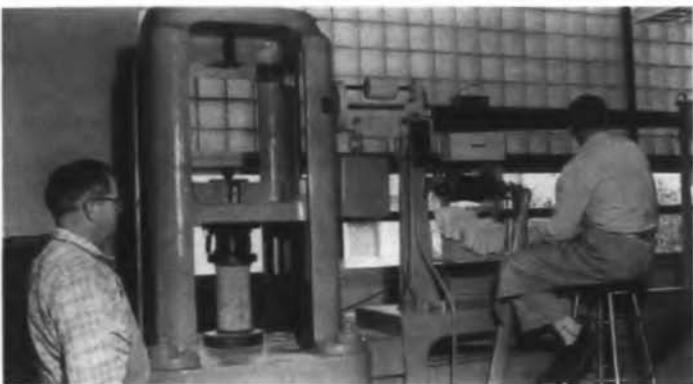
Toll facilities which are expected to be opened in the 1967-68 biennium include: the BeeLine Expressway from Orlando east toward Cape Kennedy; the Commodore Point Bridge across the St. Johns River in Jacksonville, and the East-West Expressway in Miami.

The gross revenue and total traffic recorded during the 1965-66 biennium at the 12 toll facilities, as well as their cost, were:

Facility	Revenue	Traffic	Cost of Facilities
Sunshine Skyway.....	\$ 3,798,624	4,503,854	\$ 16,632,402
Jacksonville Expressway System			64,503,229
Mathews Bridge.....	3,992,227	25,420,742	.....
Warren Bridge.....	4,040,786	24,678,604	.....
Trout River Bridge.....	1,679,039	9,637,168	.....
Buccaneer Trail.....	411,026	805,230	4,501,952
Navarre Bridge.....	45,025	374,318	2,319,970
Airport Expressway.....	3,992,589	39,650,620	18,986,155
Pinellas Bayway.....	787,024	2,577,786	7,113,876
Bennett Causeway.....	1,180,473	7,729,008	5,093,097
Pensacola Beach Bridge.....	428,097	4,334,722	1,500,000
Bryant Patton Bridge*.....	59,083	58,598	3,567,814
Everglades Parkway**.....	4,574	5,301	14,115,063
Totals	\$ 20,418,567	119,775,951	\$138,333,558

* Opened December 17, 1965.

** Opened November 21, 1966.



MACHINE TESTS CONCRETE—All concrete used in State Road Department work is tested on this Concrete Compression Testing machine. It determines the strength of the materials and helps in computing the lifetime of a concrete bridge.

TESTING AND RESEARCH

More than \$2,280,000 was spent during the past two years on testing and research projects to find better ways to build and maintain Florida's highway system.

New construction methods, increased safety and the development of better



SKID TEST UNIT—Developed and constructed by Road Department research engineers, this Skid Test truck and trailer is used to determine the slipperiness of pavement, allowing hazardous surfaces to be identified and eliminated.

quality control techniques are all the responsibility of the Research Division. The Testing Division is responsible for inspecting materials used in highway construction to see that they conform with specifications.

Headquartered in Gainesville, both divisions work closely with the American Society of Testing and Materials, the U.S. Bureau of Public Roads, the Highway Research Board and the American Society of State Highway Officials.

A portion of the Research work is conducted at the University of Florida in Gainesville under a contract with the State Road Department.

In the past two years, Research engineers began work on experiments in flexible pavement design using test roadway projects on U. S. 19 north of Chiefland, U. S. 90 in Marianna and a section of U. S. 90 near Crestview.



GAINESVILLE TESTING LABORATORY—Thousands of tests each year are run through this laboratory on every material that is used in constructing Florida's highways. This is done to make sure the Road Department's specifications are being followed and the state is getting what it pays for.

The Testing and Research Divisions employ much highly technical equipment to carry out their work.

Using a Profilometer, engineers can measure deviations in the pavement to determine the amount of deterioration to be expected from different types of roadway material. Another instrument, called a Dynaflect unit, is used to simulate weight on the pavement to find measurements to predict the lifetime of a roadway.

During the biennium, the engineers acquired several pieces of new equipment. They include: an Infrared Spectrometer, used to chemically analyze road building materials; a Kinematic Viscosity Test Apparatus to determine the grade of asphalt used on a project; and an Ozone Accelerated Aging Chamber used to determine the deterioration rate of rubber bearing pads for bridges.



SAFETY PROJECT IN TAMPA—Improved flow of traffic and the addition of left-turn storage lanes are features of the "spot hazard" widening project completed on Kennedy Boulevard from Armenia to Howard Avenue in Tampa. Above is the scene looking east in March, 1965, and below is the same scene six months later.



HIGHWAY SAFETY

During the past two years the State Road Department spent nearly \$4 million on its Spot Hazard and Canal Hazard Safety Program aimed at lowering the number of traffic accidents on the state's highways.

To begin the program, the Road Department selected 100 of the most hazardous spots on the highway system. Then began the work of eliminating dangerous curves, redesigning intersections and widening roads and bridges.

So far, 32 projects costing \$3,218,088 have been completed or are underway. The remaining projects are on the drawing boards and will cost about \$2.8 million. Another two-year program costing \$6 million is being planned.

A program to install guardrails between roadways and deep canals was started in South Florida. The need was shown by the fact that 488 persons were killed in the previous 10 years when vehicles plunged into deep roadside waterways.

About \$698,000 has been spent on installing barriers along 100 miles of roadway through 1966. Another \$100,000 worth of projects are underway and in the next three years, it is planned that \$3.4 million will be spent.

Also, engineers are working on a study of all railroad crossings in the state to determine where new signal systems should be installed and the best type of signals that individual crossings should have. In the past two years, flashing signals were installed at 80 railroad crossings at a cost of approximately \$910,000.

Built into the Department's safety program is a policy to review each new highway design to eliminate any hazards before they reach construction stage. Also established is a policy that all new roads built parallel to canals and waterways must be separated by at least 100 feet.

GUARDRAIL INSTALLED AFTER TRAGEDY—The drowning of 27 persons trapped in the labor bus shown above when it plunged into a canal on State Road 827 in Palm Beach County in May, 1963, brought out the pressing need for the installation of guardrail barriers. At right is the same canal at about the spot where the disaster occurred, after guardrails were installed.



TYPICAL SAFETY PROJECTS COMPLETED DURING BIENNIAL

County	Road	Work	Cost
Hillsborough	State Road 45	Bridge widening at Hillsborough Bridge.	\$108,000
Pinellas	U.S. Alt. 19	Grade revision from Mountain Curve to Meres Boulevard at Tarpon Springs.	\$ 27,305
Bay	State Road 79	Realignment of Pine Log Creek Bridge and approaches.	\$137,000
Broward	U. S. 441	Installation of overhead lighting at U.S. 441 intersection of Sunrise Blvd. in Fort Lauderdale	\$ 17,200
Collier	U.S. 41	Realignment of 2 miles of road at Weaver Station.	\$276,855
Volusia	U.S. 92	Revising intersection of U.S. 90 and Nova Road in Daytona Beach	\$138,137
Lee	State Road 82	Straightening curves at "S" curve.	\$ 89,000
Hillsborough	U.S. 41	Improved channelization at U.S. 41 and Temple Terrace in Tampa	\$ 51,000

FUTURE HIGHWAY NEEDS. . . .

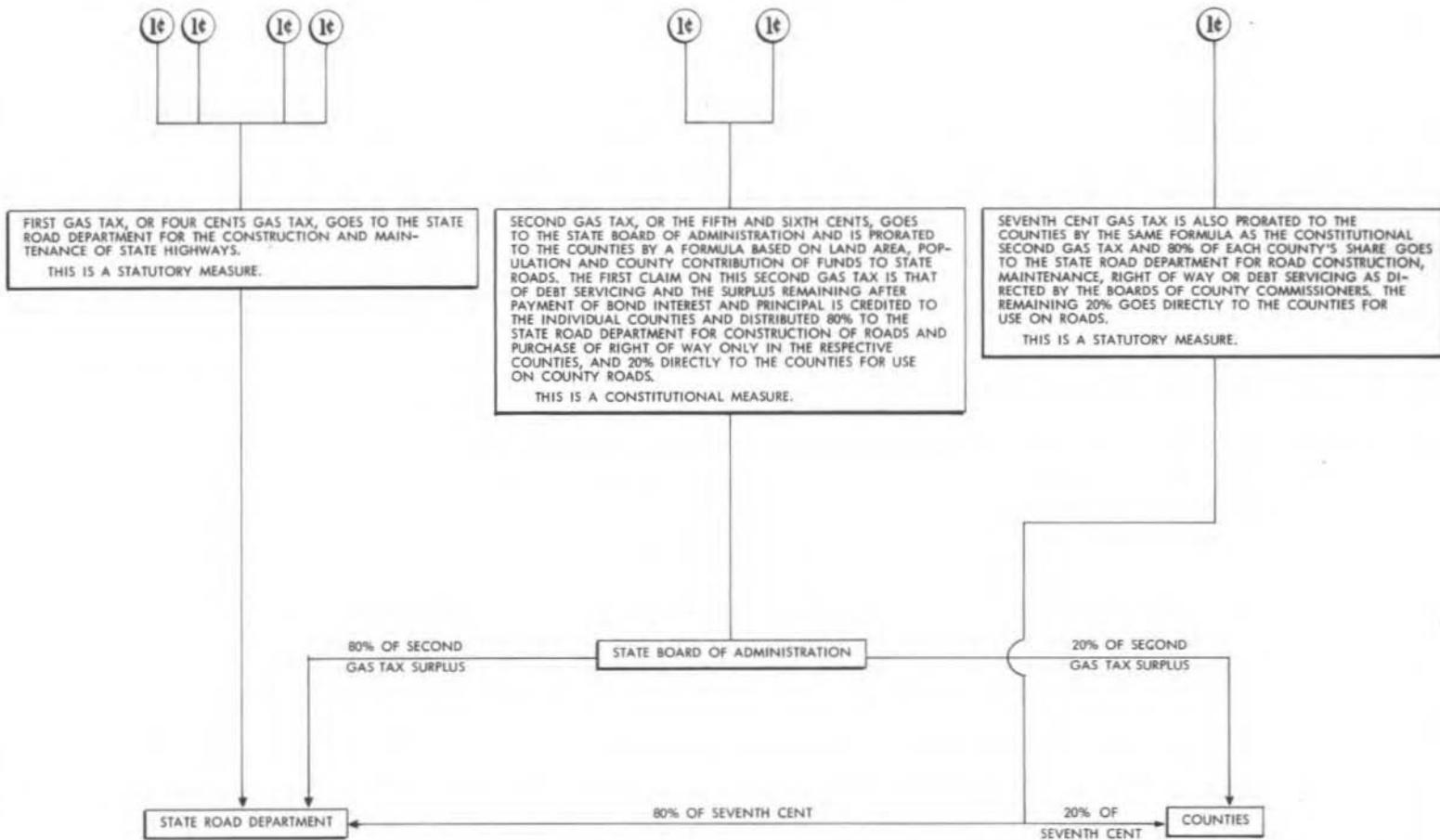
. . . as established by Traffic and Planning engineers of the Florida State Road Department in a highway needs survey prepared in early 1967.

Road System	Miles of Streets and Roads in Service in		Total Needs 1967 thru 1985	Estimated Accomplishments 1967 thru 1974	Remaining Net Needs 1975 thru 1985
	1967 (Actual)	1985 (Estimated)			
Interstate	1,170*	1,491**	\$ 788,876,000	\$ 450,000,000	\$ 338,876,000
Other State Maintained (Primary and Secondary)	16,225	24,976	3,337,061,000	1,183,604,000	2,153,457,000
County Maintained	45,763	63,736	310,458,000	81,471,000	228,987,000
City Streets not State Maintained	16,610	24,479	564,860,000	174,359,000	390,501,000
Total	79,768	114,682	\$5,001,255,000	\$1,889,434,000	\$3,111,821,000

* Includes "traveled-way" mileage, which is the length of existing roads used presently by traffic which will switch to Interstate upon completion and which is 17 miles longer than the assigned Interstate mileage.

** Includes proposed extensions or loops of I-75, I-95, and I-65 in Florida.

DISTRIBUTION OF FLORIDA'S SEVEN CENT TAX ON MOTOR FUELS



STATISTICS REFLECTING GROWING HIGHWAY DEMAND IN FLORIDA

FLORIDA MOTOR FUEL TAX

COLLECTIONS*

1957-1966

1957	.....	\$104,208,996
1958	.....	111,123,814
1959	.....	120,111,442
1960	.....	125,731,121
1961	.....	128,790,024
1962	.....	136,714,054
1963	.....	143,076,808
1964	.....	152,114,646
1965	.....	162,167,041
1966	.....	165,456,867

*Revenue from seven-cent state gasoline tax.

FLORIDA MOTOR VEHICLE

REGISTRATION*

1957-1966

1957	.....	2,008,767
1958	.....	2,111,386
1959	.....	2,287,141
1960	.....	2,418,711
1961	.....	2,511,429
1962	.....	2,646,194
1963	.....	2,756,043
1964	.....	2,891,143
1965	.....	3,107,291
1966	.....	3,292,899

*Excludes trailers

FLORIDA DRIVERS' LICENSE

REGISTRATIONS

1957-1966

1957	.....	2,384,867
1958	.....	2,580,970
1959	.....	2,718,487
1960	.....	2,778,465
1961	.....	2,832,796
1962	.....	2,819,537
1963	.....	3,065,424
1964	.....	3,223,371
1965	.....	3,405,117
1966	.....	3,512,853

VEHICLE MILES OF TRAVEL

IN FLORIDA*

1957-1966

1957	.....	19,268,230,000
1958	.....	19,904,481,000
1959	.....	21,420,501,000
1960	.....	22,365,638,000
1961	.....	22,900,924,000
1962	.....	24,338,047,000
1963	.....	25,552,358,018
1964	.....	27,266,891,014
1965	.....	28,837,109,875
1966	.....	30,793,640,465

*Includes travel on state-maintained highways, county roads and city streets. Calculated on basis of total gasoline sales.

MILES OF STATE-MAINTAINED HIGHWAYS

Year	Primary*	Secondary**	Total
1923.....	898	....	898
1924.....	898	....	898
1925.....	1,270	....	1,270
1926.....	1,651	....	1,651
1927.....	2,200	....	2,200
1928.....	2,795	....	2,795
1929.....	3,254	....	3,254
1930.....	3,811	....	3,811
1931.....	5,092	....	5,092
1932.....	5,868	....	5,868
1933.....	6,199	....	6,199
1934.....	6,543	....	6,543
1935.....	6,668	....	6,668
1936.....	7,040	....	7,040
1937.....	7,115	....	7,115
1938.....	7,228	....	7,228
1939.....	7,453	....	7,453
1940.....	7,591	....	7,591
1941.....	8,108	....	8,108
1942.....	8,196	....	8,196
1943.....	8,278	....	8,278
1944.....	8,389	....	8,389

* Primary System includes Interstate mileage.

** Secondary System created by 1949 Legislature.

Year	Primary*	Secondary**	Total
1945.....	8,605	....	8,605
1946.....	8,657	....	8,657
1947.....	8,736	....	8,736
1948.....	8,950	....	8,950
1949.....	9,235	....	9,235
1950.....	9,414	633	10,047
1951.....	9,572	1,160	10,732
1952.....	9,693	1,572	11,265
1953.....	9,780	1,930	11,710
1954.....	9,878	2,391	12,269
1955.....	10,007	2,923	12,930
1956.....	10,176	3,221	13,397
1957.....	10,239	3,500	13,739
1958.....	10,316	3,959	14,275
1959.....	10,374	4,259	14,633
1960.....	10,484	4,654	15,138
1961.....	10,639	5,052	15,691
1962.....	10,670	5,315	15,985
1963.....	10,846	5,617	16,463
1964.....	11,015	5,843	16,858
1965.....	11,165	6,125	17,290
1966.....	11,401	6,422	17,823

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

FIRST DISTRICT

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Charlotte	Primary	82,376	8,922	\$ 161,165.80	\$ 198,135.85	\$ 3,122,342.92	\$ 221,355.80	\$ 1,323,955.03	\$ 9,014,171.55
	Secondary	54,689	1,329	34,927.06	34,198.32	216,272.92	698,218.02	349,664.36	2,813,500.08
	Total	137,065	10,251	\$ 196,092.86	\$ 232,334.17	\$ 3,338,615.84	\$ 919,573.82	\$ 1,673,619.39	\$ 11,827,671.63
DeSoto	Primary	79,981	3,699	\$ 81,440.17	\$ 99,844.42	\$ 1,666,003.70	\$ 93,473.06	\$ 159,800.32	\$ 6,657,494.40
	Secondary	43,413	2,476	25,530.77	31,933.47	199,444.93	405,944.47	140,189.74	2,662,211.83
	Total	123,394	6,175	\$ 106,970.94	\$ 131,777.89	\$ 1,865,448.63	\$ 499,417.53	\$ 299,990.06	\$ 9,319,706.23
Glades	Primary	95,148	4,789	\$ 154,218.56	\$ 177,823.64	\$ 3,136,192.54	\$ 110,478.14	\$ 511,639.20	\$ 10,028,760.78
	Secondary	47,656	.487	27,258.46	22,500.33	236,330.81	200,900.42	202,601.55	2,020,920.65
	Total	142,804	5,276	\$ 181,477.02	\$ 200,323.97	\$ 3,372,523.35	\$ 311,378.56	\$ 714,240.75	\$ 12,049,681.43
Hardee	Primary	102,105	2,834	\$ 92,365.12	\$ 127,115.34	\$ 1,455,893.87	\$ 259,125.81	\$ 77,125.47	\$ 4,387,045.33
	Secondary	82,683	2,623	43,975.49	63,475.38	439,163.62	428,538.13	192,100.22	4,317,172.10
	Total	184,788	5,457	\$ 136,340.61	\$ 190,590.72	\$ 1,895,057.49	\$ 687,663.94	\$ 269,225.69	\$ 8,704,217.43
Hendry	Primary	85,277	2,460	\$ 159,634.42	\$ 156,215.98	\$ 2,654,824.08	\$ 964.41	\$ 128,261.44	\$ 7,951,131.44
	Secondary	106,770	1,177	93,093.37	130,852.62	729,318.23	728,022.81	105,205.12	4,629,417.93
	Total	192,047	3,637	\$ 252,727.79	\$ 287,068.60	\$ 3,384,142.31	\$ 728,987.22	\$ 233,466.56	\$ 12,580,549.37
Hernando.	Primary	140,428	2,368	\$ 147,929.41	\$ 226,267.97	\$ 3,268,425.78	\$ 2,636,956.72	\$ 1,986,636.33	\$ 14,516,558.36
	Secondary	60,158	104	75,277.34	86,834.47	612,517.48	217,383.70	267,629.13	2,060,874.46
	Total	200,586	2,472	\$ 223,206.75	\$ 313,102.44	\$ 3,880,943.26	\$ 2,854,340.42	\$ 2,254,265.46	\$ 16,577,432.82
Highlands	Primary	141,985	3,262	\$ 153,732.83	\$ 166,226.19	\$ 2,849,512.73	\$ 281,229.65	\$ 648,367.48	\$ 11,766,938.88
	Secondary	80,189	1,603	66,125.10	62,414.77	423,958.23	124,166.30	710,085.92	5,027,473.73
	Total	222,174	4,865	\$ 219,857.93	\$ 228,640.96	\$ 3,273,470.96	\$ 405,395.95	\$ 1,358,453.40	\$ 16,794,412.61
Hillsborough	Primary	333,999	43,315	\$ 1,004,738.68	\$ 952,369.96	\$ 11,129,676.41	\$ 7,479,506.97	\$ 7,288,509.57	\$ 136,064,309.97
	Secondary	152,064	5,084	124,444.59	158,466.72	864,760.31	2,262,340.39	1,815,919.94	18,287,579.93
	Total	486,063	48,399	\$ 1,129,183.27	\$ 1,110,836.68	\$ 11,994,436.72	\$ 9,741,847.36	\$ 9,104,429.51	\$ 154,351,889.90
Lee	Primary	124,015	13,971	\$ 314,928.48	\$ 349,564.63	\$ 4,590,107.37	\$ 1,976,011.94	\$ 694,817.33	\$ 17,546,833.30
	Secondary	102,216	6,356	131,139.40	122,021.72	1,239,271.71	1,334,599.23	498,368.00	8,027,768.53
	Total	226,231	20,327	\$ 446,067.88	\$ 471,586.35	\$ 5,829,379.08	\$ 3,310,611.17	\$ 1,193,185.33	\$ 25,574,601.83

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

FIRST DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Manatee	Primary	184.798	18,659	\$ 219,366.42	\$ 276,980.54	\$ 4,373,873.76	\$ 2,372,169.29	\$ 1,387,416.92	\$ 23,976,172.44
	Secondary	14.309	743	6,407.56	14,459.74	143,148.59	-----	-----	1,706,754.39
	Total	199.107	19,402	\$ 225,773.98	\$ 291,440.28	\$ 4,517,022.35	\$ 2,372,169.29	\$ 1,387,416.92	\$ 25,682,926.83
Pasco	Primary	176,297	4,301	\$ 219,855.69	\$ 294,070.68	\$ 3,362,558.22	\$ 4,892,539.38	\$ 1,689,870.20	\$ 24,999,045.95
	Secondary	130,502	909	113,300.33	105,893.47	995,748.08	99,887.37	89,464.02	4,410,874.61
	Total	306,799	5,210	\$ 333,156.02	\$ 399,964.15	\$ 4,358,306.30	\$ 4,992,426.75	\$ 1,779,334.22	\$ 29,409,920.56
Pinellas.	Primary	211,678	62,082	\$ 560,461.70	\$ 609,701.50	\$ 9,041,238.47	\$ 3,886,890.25	\$ 2,727,769.35	\$ 62,578,425.07
	Secondary	71,393	2,854	53,091.44	72,830.08	497,430.30	3,606,740.30	2,753,607.45	17,617,029.93
	Total	283,071	64,936	\$ 613,553.14	\$ 682,531.58	\$ 9,538,668.77	\$ 7,493,630.55	\$ 5,481,376.80	\$ 80,195,455.00
Polk	Primary	443,499	11,509	\$ 707,789.50	\$ 733,643.62	\$ 8,629,933.79	\$ 5,210,119.94	\$ 3,967,257.47	\$ 68,969,706.54
	Secondary	234,109	4,148	138,436.40	139,250.64	847,292.73	914,267.71	371,964.64	15,573,386.64
	Total	677,608	15,657	\$ 846,225.90	\$ 872,894.26	\$ 9,477,226.52	\$ 6,124,387.65	\$ 4,339,222.11	\$ 84,543,093.18
Sarasota	Primary	135,521	9,809	\$ 266,547.33	\$ 229,244.62	\$ 3,900,345.43	\$ 2,311,040.24	\$ 2,089,434.21	\$ 24,579,505.42
	Secondary	12,033	950	28,496.17	27,947.90	157,153.97	504,138.02	909,650.76	2,320,826.20
	Total	147,554	10,759	\$ 295,043.50	\$ 257,192.52	\$ 4,057,499.40	\$ 2,815,178.26	\$ 2,999,084.97	\$ 26,900,331.62
District.	Primary	2,337,107	191,980	\$ 4,244,174.11	\$ 4,597,204.94	\$ 63,180,929.07	\$ 31,731,861.60	\$ 24,680,860.32	\$ 423,036,099.43
	Secondary	1,192,184	30,843	961,503.48	1,073,079.63	7,601,811.91	11,525,146.87	8,406,450.85	91,475,791.01
	Total	3,529,291	222,823	\$ 5,205,677.59	\$ 5,670,284.57	\$ 70,782,740.98	\$ 43,257,008.47	\$ 33,087,311.17	\$ 514,511,890.44

SECOND DISTRICT

Alachua,	Primary	313.500	6,936	\$ 471,571.97	\$ 590,866.87	\$ 6,533,549.03	\$ 4,401,931.32	\$ 3,267,271.00	\$ 46,904,980.17
	Secondary	211.125	1,961	75,341.89	104,395.16	881,021.54	-----	392,017.39	8,104,384.65
	Total	524.625	8,897	\$ 546,913.86	\$ 695,262.03	\$ 7,414,570.57	\$ 5,486,404.51	\$ 3,659,288.39	\$ 55,009,364.82
Baker	Primary	105,092	3,704	\$ 140,707.49	\$ 178,548.40	\$ 2,022,860.62	\$ 71,270.54	\$ 200,389.28	\$ 14,364,788.36
	Secondary	78,140	1,690	70,637.81	45,361.38	400,751.43	16,565.09	334,664.79	2,825,295.54
	Total	183,232	5,394	\$ 211,345.30	\$ 223,909.78	\$ 2,423,612.05	\$ 87,835.63	\$ 535,054.07	\$ 17,190,083.90

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

SECOND DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Bradford	Primary	102,329	2,101	\$ 104,707.38	\$ 123,731.01	\$ 1,974,015.04	\$ 244,202.33	\$ 504,801.53	\$ 10,404,479.62
	Secondary	77,454	751	46,851.63	53,854.42	392,911.35	106,760.35	348,184.90	2,036,047.43
	Total	179.783	2,852	\$ 151,559.01	\$ 177,585.43	\$ 2,366,926.39	\$ 350,962.68	\$ 852,986.43	\$ 12,440,527.05
Clay	Primary	148,814	6,534	\$ 243,252.28	\$ 205,756.16	\$ 3,813,851.24	\$ 239,508.52	\$ 203,488.76	\$ 12,480,456.04
	Secondary	89,499	1,278	67,694.18	99,728.87	508,705.32	686,094.71	743,914.40	4,370,074.71
	Total	238.313	7,812	\$ 310,946.46	\$ 305,485.03	\$ 4,322,556.56	\$ 925,603.23	\$ 947,403.16	\$ 16,850,530.75
Columbia	Primary	214,154	6,865	\$ 381,843.89	\$ 477,986.50	\$ 3,912,023.49	\$ 1,148,782.99	\$ 1,102,701.31	\$ 31,646,163.33
	Secondary	135,011	2,051	53,331.45	97,755.50	463,733.86	1,512,861.50	877,564.09	5,889,010.19
	Total	349.165	8,916	\$ 435,175.34	\$ 575,742.00	\$ 4,375,757.35	\$ 2,661,644.49	\$ 1,980,265.40	\$ 37,535,173.52
Dixie	Primary	82,548	2,753	\$ 98,385.63	\$ 106,000.95	\$ 1,616,137.01	\$ 536,643.60	\$ 1,566,237.74	\$ 10,355,414.82
	Secondary	80,592	1,448	27,921.96	62,326.53	365,694.63	280,144.39	644,060.30	3,341,066.73
	Total	163.140	4,201	\$ 126,307.59	\$ 168,327.48	\$ 1,981,831.64	\$ 816,787.99	\$ 2,210,898.04	\$ 13,696,481.55
Duval	Primary	326,536	59,521	\$ 1,175,353.93	\$ 1,286,496.16	\$ 21,414,139.04	\$ 9,220,639.46	\$ 12,663,765.47	\$ 119,965,752.38
	Secondary	32,014	877	17,227.63	26,387.55	885,273.99	2,882,756.22	4,691,650.99	27,359,967.34
	Total	358,550	60,398	\$ 1,192,581.56	\$ 1,312,883.71	\$ 22,299,413.03	\$ 12,103,395.68	\$ 17,355,416.46	\$ 147,325,719.72
Gilchrist	Primary	73,934	830	\$ 40,987.63	\$ 55,209.04	\$ 846,880.82	\$ 25,168.91	\$ 22,021.09	\$ 2,635,414.20
	Secondary	71,495	576	11,664.11	20,290.43	183,416.15	271,968.98	573,426.10	2,299,711.11
	Total	145,429	1,406	\$ 52,651.74	\$ 75,499.47	\$ 1,030,296.97	\$ 297,137.89	\$ 595,447.19	\$ 4,935,125.31
Hamilton	Primary	122,798	4,918	\$ 188,919.37	\$ 213,581.43	\$ 2,285,181.67	\$ 148,636.29	\$ 192,716.44	\$ 15,904,644.66
	Secondary	52,281	1,563	17,455.10	31,142.59	207,403.39	239,208.46	102,973.51	2,012,136.16
	Total	175,079	6,481	\$ 206,374.47	\$ 244,724.02	\$ 2,492,585.06	\$ 387,844.75	\$ 295,689.95	\$ 17,916,780.82
Lafayette	Primary	72,579	3,080	\$ 66,272.01	\$ 67,894.23	\$ 1,254,087.03	\$ 3,260.17	\$ 49,234.66	\$ 3,853,820.36
	Secondary	81,218	98	19,877.04	38,757.26	236,936.87	107,133.48	681,661.40	2,753,920.99
	Total	153,797	3,178	\$ 86,149.05	\$ 106,651.49	\$ 1,491,023.90	\$ 110,393.65	\$ 730,896.06	\$ 6,607,741.35
Levy	Primary	234,388	4,237	\$ 326,040.00	\$ 257,446.64	\$ 3,880,710.68	\$ 1,814,048.29	\$ 1,648,720.41	\$ 14,288,305.81
	Secondary	195,578	980	68,185.50	75,939.17	709,280.90	1,305,411.14	1,655,002.13	7,906,853.03
	Total	429,966	5,217	\$ 394,225.50	\$ 333,385.81	\$ 4,589,991.58	\$ 3,119,459.43	\$ 3,303,722.54	\$ 22,195,158.84

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

SECOND DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Madison	Primary	128,660	3,376	\$ 142,235.10	\$ 125,587.21	\$ 2,745,061.08	\$ 311,938.14	\$ 35,053.99	\$ 9,200,911.63
	Secondary	100,525	487	66,643.76	66,153.69	506,881.68	87,986.97	484,984.09	3,603,036.41
	Total	229,185	3,863	\$ 208,878.86	\$ 191,740.90	\$ 3,251,942.76	\$ 399,925.11	\$ 520,038.08	\$ 12,803,948.04
Nassau	Primary	106,497	8,072	\$ 466,311.00	\$ 456,551.92	\$ 6,298,307.10	\$ 107,845.65	\$ 78,385.94	\$ 14,105,125.62
	Secondary	109,058	1,464	110,812.44	101,293.05	781,368.46	163,525.02	30,944.76	2,166,478.67
	Total	215,555	9,536	\$ 577,123.44	\$ 557,844.97	\$ 7,079,675.56	\$ 271,370.67	\$ 109,330.70	\$ 16,271,604.29
Suwannee	Primary	130,226	1,512	\$ 178,762.44	\$ 135,323.73	\$ 2,261,931.16	\$ 281,835.86	\$ 229,003.03	\$ 8,684,042.38
	Secondary	130,605	1,241	41,123.32	52,906.53	387,615.14	618,777.76	655,419.65	4,381,448.83
	Total	260,831	2,753	\$ 219,885.76	\$ 188,230.26	\$ 2,649,546.30	\$ 900,613.62	\$ 884,422.68	\$ 13,065,491.21
Taylor	Primary	136,281	4,803	\$ 164,467.55	\$ 198,959.28	\$ 2,677,003.16	\$ 1,862,181.21	\$ 441,510.50	\$ 15,612,131.36
	Secondary	116,793	1,192	71,549.68	73,646.09	506,634.29	377,358.15	124,629.26	4,723,085.25
	Total	253,074	5,995	\$ 236,017.23	\$ 272,605.37	\$ 3,183,637.45	\$ 2,239,539.36	\$ 566,139.76	\$ 20,335,816.61
Union	Primary	65,327	2,595	\$ 47,051.44	\$ 45,459.19	\$ 1,354,535.81	\$ 703,927.42	\$ 536,171.51	\$ 4,164,339.00
	Secondary	87,481	1,326	28,938.45	45,453.22	209,494.07	201,199.99	182,564.19	1,979,586.75
	Total	152,808	3,921	\$ 75,989.89	\$ 90,912.41	\$ 1,564,029.88	\$ 905,127.41	\$ 718,735.70	\$ 6,143,925.75
District.....	Primary	2,363,063	121,837	\$ 4,236,869.11	\$ 4,525,398.72	\$ 64,890,273.98	\$ 21,121,820.70	\$ 22,741,472.66	\$ 334,570,769.74
	Secondary	1,648,869	18,983	795,255.95	995,391.44	7,627,123.07	9,942,225.40	12,524,261.95	85,752,703.79
	Total	4,012,532	140,820	\$ 5,032,125.06	\$ 5,520,790.16	\$ 72,517,397.05	\$ 31,064,046.10	\$ 35,265,734.61	\$ 420,323,473.53

THIRD DISTRICT

Bay.....	Primary	201,435	15,299	\$ 436,943.53	\$ 504,211.01	\$ 7,735,146.35	\$ 2,508,993.91	\$ 1,619,496.86	\$ 27,352,024.68
	Secondary	114,254	1,316	114,491.23	104,164.63	819,771.11	555,787.27	948,181.78	8,281,191.75
	Total	315,689	16,615	\$ 551,434.76	\$ 608,375.64	\$ 8,554,917.46	\$ 3,064,781.18	\$ 2,567,678.64	\$ 35,633,216.43
Calhoun.....	Primary	113,953	12,348	\$ 131,469.13	\$ 136,155.45	\$ 2,483,924.36	\$	\$ 3,028.25	\$ 4,642,935.74
	Secondary	60,666	954	26,736.80	33,925.84	298,163.17	82,235.09	157,879.46	2,407,800.91
	Total	174,619	13,302	\$ 158,205.93	\$ 170,081.29	\$ 2,782,087.53	\$ 82,235.09	\$ 160,907.71	\$ 7,050,736.65

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

THIRD DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Escambia	Primary	225.204	37,999	\$ 581,107.95	\$ 590,634.00	\$ 7,516,012.63	\$ 3,376,905.50	\$ 5,444,593.38	\$ 53,457,743.15
	Secondary	182.872	3,659	145,406.61	160,924.15	2,003,373.14	1,149,218.20	605,517.74	10,551,901.68
	Total	408.076	41,657	\$ 726,514.56	\$ 751,558.15	\$ 9,519,385.77	\$ 4,526,123.70	\$ 6,050,111.12	\$ 64,009,644.83
Franklin	Primary	98.907	23,916	\$ 196,910.07	\$ 203,440.35	\$ 4,876,715.63	\$ 382.94	\$ 102,066.55	\$ 7,637,581.47
	Secondary	71.732	13,516	44,129.10	58,504.81	753,201.43	2,857,682.27	751,539.41	6,434,787.43
	Total	170.639	37,432	\$ 241,039.17	\$ 262,145.16	\$ 5,629,917.06	\$ 2,858,065.21	\$ 853,605.96	\$ 14,072,368.90
Gadsden	Primary	126.632	6,048	\$ 193,582.25	\$ 131,230.46	\$ 2,826,219.03	\$ 1,419,951.14	\$ 1,209,186.80	\$ 11,940,670.07
	Secondary	177.777	2,463	100,341.92	101,840.68	779,141.39	143,772.84	354,656.80	4,244,419.01
	Total	304.409	8,511	\$ 293,924.17	\$ 233,071.14	\$ 3,605,360.42	\$ 1,563,723.98	\$ 1,563,843.60	\$ 16,185,089.08
Gulf	Primary	90.530	2,487	\$ 204,734.51	\$ 199,972.00	\$ 3,684,218.15	\$ 195,377.20	\$ 505,106.59	\$ 6,927,928.87
	Secondary	75.548	1,675	42,771.83	59,488.74	375,455.08	163,166.62	220,259.02	3,623,918.70
	Total	166.078	4,162	\$ 247,506.34	\$ 259,460.74	\$ 4,059,673.23	\$ 358,545.82	\$ 725,365.61	\$ 10,551,847.57
Holmes	Primary	133.436	7,126	\$ 138,699.52	\$ 188,417.18	\$ 3,157,845.66	\$ 46,449.40	\$ 73,955.59	\$ 5,860,249.25
	Secondary	98.670	1,763	69,651.89	44,793.68	439,222.06	396,875.74	32,815.41	3,006,736.83
	Total	232.106	8,889	\$ 208,351.41	\$ 233,210.86	\$ 3,597,067.72	\$ 443,325.14	\$ 106,771.00	\$ 8,866,986.08
Jackson	Primary	270.429	10,466	\$ 447,375.20	\$ 392,198.81	\$ 6,057,711.72	\$ 847,328.75	\$ 623,984.31	\$ 15,162,223.10
	Secondary	149.241	1,031	58,828.60	74,636.86	509,062.33	528,153.65	489,002.70	5,257,545.09
	Total	419.670	11,497	\$ 506,203.80	\$ 466,835.67	\$ 6,566,774.05	\$ 1,375,482.40	\$ 1,112,987.01	\$ 20,419,768.19
Jefferson	Primary	124.160	3,286	\$ 176,395.29	\$ 157,377.74	\$ 2,561,007.35	\$ 1,194,412.64	\$ 216,574.22	\$ 13,084,991.34
	Secondary	67.832	932	14,851.42	21,935.43	267,300.25	406,652.99	701,628.84	2,650,129.99
	Total	191.992	4,218	\$ 191,246.71	\$ 179,313.17	\$ 2,828,307.60	\$ 1,601,065.63	\$ 918,203.06	\$ 15,735,121.33
Leon	Primary	187.921	4,050	\$ 414,899.29	\$ 433,979.77	\$ 5,175,154.01	\$ 3,285,944.76	\$ 4,047,041.20	\$ 27,933,393.24
	Secondary	129.937	967	87,837.87	106,744.25	932,251.88	344,109.55	861,269.72	7,511,118.03
	Total	317.858	5,017	\$ 502,737.16	\$ 540,724.02	\$ 6,107,405.89	\$ 3,630,054.31	\$ 4,908,310.92	\$ 35,444,511.27
Liberty	Primary	111.481	3,898	\$ 79,599.56	\$ 93,212.15	\$ 1,404,833.08	\$ (952.26)	\$ 7,070.36	\$ 4,103,407.42
	Secondary	89.963	2,659	36,378.70	43,850.17	437,754.03	298,729.27	389,289.02	3,124,634.84
	Total	201.444	6,557	\$ 115,978.26	\$ 137,062.32	\$ 1,842,587.11	\$ 297,777.01	\$ 396,359.38	\$ 7,228,042.26

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

THIRD DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Okaloosa	Primary	174,083	18,598	\$ 462,651.54	\$ 557,261.69	\$ 6,783,139.89	\$ 2,118,435.91	\$ 3,365,092.37	\$ 25,147,473.73
	Secondary	109,137	1,590	103,352.01	187,958.14	990,266.19	616,753.49	170,921.43	4,789,896.32
	Total	283,220	20,188	\$ 566,003.55	\$ 745,219.83	\$ 7,773,406.08	\$ 2,735,189.40	\$ 3,536,013.80	\$ 29,937,370.05
Santa Rosa	Primary	222,483	16,189	\$ 305,566.17	\$ 500,317.09	\$ 5,240,438.82	\$ 1,367,692.41	\$ 2,978,126.06	\$ 19,083,348.59
	Secondary	132,476	4,955	76,526.44	98,408.73	724,291.29	423,727.62	152,123.82	6,763,263.21
	Total	354,959	21,144	\$ 382,092.61	\$ 598,725.82	\$ 5,964,730.11	\$ 1,791,420.03	\$ 3,130,249.88	\$ 25,846,611.80
Wakulla	Primary	133,402	3,091	\$ 122,344.79	\$ 100,283.90	\$ 1,728,514.18	\$ 578,278.26	\$ 22,950.87	\$ 5,525,010.93
	Secondary	56,120	438	17,556.28	20,918.50	338,102.21	165,606.21	345,773.71	3,197,821.61
	Total	189,522	3,529	\$ 139,901.07	\$ 121,202.40	\$ 2,066,616.39	\$ 743,884.47	\$ 368,724.58	\$ 8,722,832.54
Walton	Primary	205,994	17,337	\$ 341,383.36	\$ 340,721.48	\$ 5,686,594.89	\$ 142,376.29	\$ 833,332.16	\$ 8,685,665.91
	Secondary	159,035	3,807	128,570.49	156,854.35	1,069,247.21	419,470.36	459,256.71	6,545,999.45
	Total	365,029	21,144	\$ 469,953.85	\$ 497,575.83	\$ 6,755,842.10	\$ 561,846.65	\$ 1,292,588.87	\$ 15,231,665.36
Washington	Primary	115,089	7,529	\$ 166,669.59	\$ 183,636.29	\$ 2,754,247.97	\$ 178,352.86	\$ 145,003.85	\$ 6,524,413.01
	Secondary	89,236	1,742	49,864.09	55,887.72	551,484.53	367,047.28	231,178.90	3,253,049.67
	Total	204,325	9,271	\$ 216,533.68	\$ 239,524.01	\$ 3,305,732.50	\$ 545,400.14	\$ 376,182.75	\$ 9,777,462.68
Holmes and Washington	Primary . . . . .	.....	.....	.....	.....	\$ 864,663.70	.....	.....	.....
	Total . . . . .	.....	.....	.....	.....	\$ 864,663.70	.....	.....	.....
District	Primary	2,535,139	189,666	\$ 4,400,331.75	\$ 4,713,249.37	\$ 70,536,387.42	\$ 17,259,929.71	\$ 21,196,609.42	\$ 243,069,060.50
	Secondary	1,764,496	43,467	1,117,295.28	1,330,836.68	11,288,087.30	8,918,990.45	6,871,294.47	81,644,214.52
	Total	4,299,635	233,133	\$ 5,517,627.03	\$ 6,044,086.05	\$ 81,824,474.72	\$ 26,178,920.16	\$ 28,067,903.89	\$ 324,713,275.02

FOURTH DISTRICT

Broward	Primary	190,962	11,063	\$ 558,350.25	\$ 700,205.74	\$ 6,869,747.37	\$ 8,457,943.36	\$ 7,679,546.56	\$ 57,341,190.31
	Secondary	41,838	3,219	92,817.19	144,146.50	991,157.68	4,572,966.37	1,292,744.79	14,035,383.78
	Total	232,800	14,282	\$ 651,167.44	\$ 844,352.24	\$ 7,860,905.05	\$ 13,030,909.73	\$ 8,972,291.35	\$ 71,376,574.09

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

FOURTH DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost		Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966
Collier	Primary	178,008	11,266	\$ 213,018.64	\$ 247,945.96	\$ 3,949,493.54	\$ 3,001,083.16	\$ 3,865,335.18
	Secondary	147,343	2,608	35,317.57	53,651.64	645,057.36	476,907.54	636,416.52
	Total	325.351	13,874	\$ 248,336.21	\$ 301,597.60	\$ 4,594,550.90	\$ 3,477,990.70	\$ 4,501,751.70
Dade.	Primary	303,728	48,517	\$ 832,442.60	\$ 894,016.60	\$ 9,868,127.24	\$ 13,968,553.45	\$ 22,757,416.50
	Secondary . . . . .	.....	.....	.....	.....	19,593.59	5,775,947.59	3,787,180.58
	Total	303,728	48,517	\$ 832,442.60	\$ 894,016.60	\$ 9,887,720.83	\$ 19,744,501.04	\$ 26,544,597.08
Indian River.	Primary	102,674	10,842	\$ 250,341.17	\$ 204,294.26	\$ 3,233,066.95	\$ 333,813.50	\$ 564,015.78
	Secondary	68,505	1,000	39,937.56	55,503.52	321,653.76	360,449.26	139,187.46
	Total	171,179	11,842	\$ 290,278.73	\$ 259,797.78	\$ 3,554,720.71	\$ 694,262.76	\$ 703,203.24
Martin	Primary	143,953	13,279	\$ 312,417.84	\$ 304,879.54	\$ 5,324,095.29	\$ 1,927,724.76	\$ 803,113.41
	Secondary	29,589	2,098	12,717.90	26,458.61	212,576.52	752,538.77	257,623.12
	Total	173,542	15,377	\$ 325,135.74	\$ 331,338.15	\$ 5,536,671.81	\$ 2,680,263.53	\$ 1,060,736.53
Monroe	Primary	129,754	95,278	\$ 466,288.81	\$ 563,889.34	\$ 10,100,578.32	\$ 695,951.85	\$ 1,317,367.27
	Secondary	137,336	1,732	72,270.57	70,649.40	524,561.22	1,746,370.30	1,310,059.19
	Total	267,090	97,010	\$ 538,559.38	\$ 634,538.74	\$ 10,625,139.54	\$ 2,442,322.15	\$ 2,627,426.46
Okeechobee	Primary	104,335	5,319	\$ 127,614.63	\$ 153,647.26	\$ 3,634,612.37	\$ 387,319.63	\$ 408,019.35
	Secondary	66,630	565	21,210.72	24,801.08	223,512.61	439,939.97	476,876.76
	Total	170,965	5,884	\$ 148,825.35	\$ 178,448.34	\$ 3,858,124.98	\$ 827,259.60	\$ 884,896.11
Palm Beach	Primary	319,054	16,415	\$ 597,249.08	\$ 629,770.95	\$ 11,392,746.35	\$ 6,235,466.03	\$ 7,852,912.41
	Secondary	117,947	7,870	196,762.73	226,699.81	1,656,103.78	5,622,014.99	6,025,795.69
	Total	437,001	24,285	\$ 794,011.81	\$ 856,470.76	\$ 13,048,850.13	\$ 11,857,481.02	\$ 13,878,708.10
St. Lucie	Primary	115,569	6,682	\$ 316,035.92	\$ 251,260.14	\$ 4,515,395.84	\$ 986,096.07	\$ 471,804.68
	Secondary	61,101	3,142	32,347.92	34,299.57	183,252.45	245,710.13	440,143.25
	Total	176,670	9,824	\$ 348,383.84	\$ 285,559.71	\$ 4,698,648.29	\$ 1,231,806.20	\$ 911,947.93
District.	Primary	1,588,037	218,661	\$ 3,673,758.94	\$ 3,949,909.79	\$ 58,887,863.27	\$ 35,993,951.81	\$ 45,719,531.14
	Secondary	670,289	22,234	503,382.16	636,210.13	4,777,468.97	19,992,844.92	14,366,027.36
	Total	2,258,326	240,895	\$ 4,177,141.10	\$ 4,586,119.92	\$ 63,665,332.24	\$ 55,986,796.73	\$ 60,085,558.50

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

FIFTH DISTRICT

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Brevard.....	Primary	273,138	23,186	\$ 658,284.66	\$ 680,672.60	\$ 9,724,981.51	\$ 17,100,236.83	\$ 12,227,164.00	\$ 79,370,576.66
	Secondary	53,482	513	42,731.86	57,460.12	396,613.06	26,688.12	264,166.50	3,396,726.72
	Total.....	326,620	23,699	\$ 701,016.52	\$ 738,132.72	\$ 10,121,594.57	\$ 17,126,924.95	\$ 12,491,330.50	\$ 82,767,303.38
Citrus.....	Primary	136,672	2,976	\$ 128,570.49	\$ 118,613.37	\$ 2,609,317.78	\$ 409,422.45	\$ 119,436.48	\$ 7,348,049.72
	Secondary	76,068	1,026	57,135.97	49,630.67	561,984.77	139,185.77	49,421.37	2,984,205.51
	Total.....	212,740	4,002	\$ 185,706.46	\$ 168,244.04	\$ 3,171,302.55	\$ 548,608.22	\$ 168,857.85	\$ 10,332,255.23
Flagler.....	Primary	102,357	2,899	\$ 133,279.44	\$ 182,281.53	\$ 2,283,999.67	\$ 2,805,496.07	\$ 3,589,800.03	\$ 15,532,915.91
	Secondary	37,284	1,175	38,117.91	24,723.97	232,455.66	361,508.65	181,888.07	2,276,313.34
	Total.....	139,641	4,074	\$ 171,397.35	\$ 207,005.50	\$ 2,516,455.33	\$ 3,167,004.72	\$ 3,771,688.10	\$ 17,809,229.25
Lake.....	Primary	322,540	8,812	\$ 438,616.21	\$ 475,128.38	\$ 7,091,605.34	\$ 2,855,001.68	\$ 2,326,693.81	\$ 33,541,269.88
	Secondary	146,400	1,219	95,148.55	119,889.63	713,919.06	310,886.67	866,644.95	7,643,914.60
	Total.....	468,940	10,031	\$ 533,764.76	\$ 595,018.01	\$ 7,805,524.40	\$ 3,165,888.35	\$ 3,193,338.76	\$ 41,185,184.48
Marion.....	Primary	398,326	4,321	\$ 425,672.40	\$ 568,558.58	\$ 6,592,845.75	\$ 5,151,313.42	\$ 2,211,325.11	\$ 41,031,215.85
	Secondary	204,260	1,076	53,535.66	72,755.52	602,985.93	264,136.15	181,043.96	7,287,678.86
	Total.....	602,586	5,397	\$ 479,208.06	\$ 641,314.10	\$ 7,195,831.68	\$ 5,415,449.57	\$ 2,392,369.07	\$ 48,318,894.71
Orange.....	Primary	286,474	13,241	\$ 480,458.57	\$ 581,108.70	\$ 5,664,932.31	\$ 5,272,955.71	\$ 2,618,239.30	\$ 89,204,174.84
	Secondary	108,491	1,756	92,999.75	90,531.55	734,528.63	777,924.45	924,047.64	9,645,233.70
	Total.....	394,965	14,997	\$ 573,458.32	\$ 671,640.25	\$ 6,399,460.94	\$ 6,050,880.16	\$ 3,542,286.94	\$ 98,849,408.54
Osceola.....	Primary	158,989	5,300	\$ 183,364.83	\$ 196,962.59	\$ 2,918,805.07	\$ 2,755,688.47	\$ 1,951,854.91	\$ 18,203,409.27
	Secondary	146,910	4,535	60,053.20	82,111.17	730,239.91	495,196.86	1,138,331.34	7,525,878.51
	Total.....	305,899	9,835	\$ 243,418.03	\$ 279,073.76	\$ 3,649,044.98	\$ 3,250,885.33	\$ 3,090,186.25	\$ 25,729,287.78
Putnam.....	Primary	143,021	6,418	\$ 228,260.93	\$ 229,831.20	\$ 4,360,820.02	\$ 770,885.95	\$ 361,360.84	\$ 14,899,577.88
	Secondary	89,115	397	58,238.67	48,844.64	522,101.91	15,433.19	215,598.21	4,217,592.24
	Total.....	232,136	6,815	\$ 286,499.60	\$ 278,675.84	\$ 4,882,921.93	\$ 786,319.14	\$ 576,959.05	\$ 19,117,170.12
St. Johns.....	Primary	190,232	23,449	\$ 426,828.85	\$ 435,038.29	\$ 7,436,067.08	\$ 4,120,560.58	\$ 6,884,437.72	\$ 30,354,359.87
	Secondary	96,352	1,317	58,291.60	80,879.00	549,842.12	126,679.48	2,951.81	4,615,025.13
	Total.....	286,584	24,766	\$ 485,120.45	\$ 515,917.29	\$ 7,985,909.20	\$ 4,247,240.06	\$ 6,887,389.53	\$ 34,969,385.00

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

FIFTH DISTRICT (Continued)

County	System	Maintenance Length		Maintenance Cost			Construction Cost		
		Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
Seminole.....	Primary	108.303	3,274	\$ 214,041.24	\$ 252,480.21	\$ 2,737,533.26	\$ 1,329,571.68	\$ 802,139.48	\$ 19,270,427.17
	Secondary	42.943	854	45,364.60	36,035.11	276,874.24	418,231.82	175,526.13	2,992,723.92
	Total	151.246	4,128	\$ 259,405.84	\$ 288,515.32	\$ 3,014,407.50	\$ 1,747,803.50	\$ 977,665.61	\$ 22,263,151.09
Sumter	Primary	168.635	9,225	\$ 169,733.99	\$ 157,417.08	\$ 2,235,393.97	\$ 4,825,978.96	\$ 7,182,008.06	\$ 22,547,319.49
	Secondary	83.867	844	47,887.91	75,979.72	389,014.19	607,076.39	283,901.17	4,157,990.23
	Total	252.502	10,069	\$ 217,621.90	\$ 233,396.80	\$ 2,624,408.16	\$ 5,433,055.35	\$ 7,465,909.23	\$ 26,705,309.72
Volusia.....	Primary	288.643	18,452	\$ 540,129.76	\$ 571,061.68	\$ 8,251,254.86	\$ 8,712,123.22	\$ 4,961,003.70	\$ 60,982,572.33
	Secondary	61.427	746	52,093.06	61,963.98	449,972.72	34,741.81	547,485.06	6,951,643.19
	Total	350.070	19,198	\$ 592,222.82	\$ 633,025.66	\$ 8,701,227.58	\$ 8,746,865.03	\$ 5,508,488.76	\$ 67,934,215.52
District.....	Primary	2,577.330	121,553	\$ 4,027,241.37	\$ 4,449,154.21	\$ 61,907,556.62	\$ 56,109,235.02	\$ 45,235,463.44	\$ 432,285,868.87
	Secondary	1,146.599	15,458	701,598.74	800,805.08	6,160,532.20	3,577,689.36	4,831,006.21	63,694,925.95
	Total	3,723.929	137,011	\$ 4,728,840.11	\$ 5,249,959.29	\$ 68,068,088.82	\$ 59,686,924.38	\$ 50,066,469.65	\$ 495,980,794.82

STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES

AS OF JUNE 30, 1966

SUMMARY

System	Maintenance Length		Maintenance Cost			Construction Cost		
	Total Miles	Bridge Feet, Inc.	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years	July 1, 1964 June 30, 1965	July 1, 1965 June 30, 1966	Total All Years
FIRST DISTRICT								
Primary	2,337.107	191,980	\$ 4,244,174.11	\$ 4,597,204.94	\$ 63,180,929.07	\$ 31,731,861.60	\$ 24,680,860.32	\$ 423,036,099.43
Secondary	1,192,184	30,843	961,503.48	1,073,079.63	7,601,811.91	11,525,146.87	8,406,450.85	91,475,791.01
Total	3,529.291	222,823	\$ 5,205,677.59	\$ 5,670,284.57	\$ 70,782,740.98	\$ 43,257,008.47	\$ 33,087,311.17	\$ 514,511,890.44
SECOND DISTRICT								
Primary	2,363.663	121,837	\$ 4,236,869.11	\$ 4,525,398.72	\$ 64,890,273.98	\$ 21,121,820.70	\$ 22,741,472.66	\$ 334,570,769.74
Secondary	1,648.869	18,983	795,255.95	995,391.44	7,627,123.07	9,942,225.40	12,524,261.95	85,752,703.79
Total	4,012.532	140,820	\$ 5,032,125.06	\$ 5,520,790.16	\$ 72,517,397.05	\$ 31,064,046.10	\$ 35,265,734.61	\$ 420,323,473.53
THIRD DISTRICT								
Primary	2,535,139	189,666	\$ 4,400,331.75	\$ 4,713,249.37	\$ 70,536,387.42	\$ 17,259,929.71	\$ 21,196,609.42	\$ 243,069,060.50
Secondary	1,764,496	43,467	1,117,295.28	1,330,836.68	11,288,087.30	8,918,990.45	6,871,294.47	81,644,214.52
Total	4,299,635	233,133	\$ 5,517,627.03	\$ 6,044,086.05	\$ 81,824,474.72	\$ 26,178,920.16	\$ 28,067,903.89	\$ 324,713,275.02
FOURTH DISTRICT								
Primary	1,588.037	218,661	\$ 3,673,758.94	\$ 3,949,909.79	\$ 58,887,863.27	\$ 35,993,951.81	\$ 45,719,531.14	\$ 425,453,845.69
Secondary	670,289	22,234	503,382.16	636,210.13	4,777,468.97	19,992,844.92	14,366,027.36	96,346,655.96
Total	2,258.326	240,895	\$ 4,177,141.10	\$ 4,586,119.92	\$ 63,665,332.24	\$ 55,986,796.73	\$ 60,085,558.50	\$ 521,800,501.65
FIFTH DISTRICT								
Primary	2,577.330	121,553	\$ 4,027,241.37	\$ 4,449,154.21	\$ 61,907,556.62	\$ 56,109,235.02	\$ 45,235,463.44	\$ 432,285,868.87
Secondary	1,146.599	15,458	701,598.74	800,805.08	6,160,532.20	3,577,689.36	4,831,006.21	63,694,925.95
Total	3,723.929	137,011	\$ 4,728,840.11	\$ 5,249,959.29	\$ 68,068,088.82	\$ 59,686,924.38	\$ 50,066,469.65	\$ 495,980,794.82
STATE-WIDE PROJECTS (YOUTH CORPS, RADIO SURVEY, ETC.)								
Primary .....	.....	.....	.....	.....	.....	\$ 53,920.43	\$ 184,035.39	\$ 3,550,057.25
Total .....	.....	.....	.....	.....	.....	\$ 53,920.43	\$ 184,035.39	\$ 3,550,057.25
STATE-WIDE								
Primary	11,401.276	843,697	\$ 20,582,375.28	\$ 22,234,917.03	\$ 319,403,010.36	\$ 162,270,719.27	\$ 159,757,972.37	\$ 1,861,965,701.48
Secondary	6,422.437	130,985	4,079,035.61	4,836,322.96	37,455,023.55	53,956,897.00	46,999,040.84	418,914,291.23
Total	17,823.713	974,682	\$ 24,661,410.89	\$ 27,071,239.99	\$ 356,858,033.81	\$ 216,227,616.27	\$ 206,757,013.21	\$ 2,280,879,992.71

FLORIDA STATE ROAD DEPARTMENT
STATEMENTS OF CONDITION
JUNE 30, 1965

	Consolidated Funds	Unrestricted Funds	Secondary Funds	Trust Funds	Toll Funds
ASSETS					
Cash:					
Petty Cash Accounts	\$ 40,000.00	\$ 40,000.00	\$.....	\$.....	\$.....
Cash in Banks.....	920,483.62	.....	.....	.....	920,483.62
Cash in Court Registries	18,508,721.64	9,755,976.93	4,583,916.55	4,168,828.16	.....
Cash in State Treasury	21,087,508.35	9,182,064.79	3,288,859.51	8,616,584.05	.....
Investments:					
United States Securities	89,738,077.48	21,222,021.61	28,067,127.59	40,448,928.28	.....
Receivables:					
Due from Other Road Funds	NA	3,213,701.63	5,000,000.00	.....	.....
Due from Other Government Units	9,669,036.98	9,669,036.98	.....	.....	.....
Due from Others	547,676.58	416,327.37	66,863.91	64,485.30	.....
Inventories and Other Assets:					
Inventories of Materials and Supplies	4,206,255.02	4,206,255.02	.....	.....	.....
Prepaid Expense Items	132,326.90	132,326.90	.....	.....	.....
Total Assets	<u>\$144,850,086.57</u>	<u>\$ 57,837,711.23</u>	<u>\$ 41,006,767.56</u>	<u>\$ 53,298,825.79</u>	<u>\$ 920,483.62</u>
LIABILITIES					
Liabilities:					
Vouchers Payable	\$ 2,682,375.94	\$ 1,835,430.42	\$ 432,099.09	\$ 414,846.43	\$.....
Contracts Retainage	10,218,547.05	7,489,796.35	1,051,010.58	1,677,740.12	.....
Due to Other Road Funds	NA	5,000,000.00	3,207,819.46	(131,104.59)	136,986.76
Other Liabilities	1,172,846.46	1,019,799.70	103,764.87	49,281.89	.....
Accrued Leave	4,726,145.80	4,726,145.80	.....	.....	.....
Total Liabilities	<u>\$ 18,799,915.25</u>	<u>\$ 20,071,172.27</u>	<u>\$ 4,794,694.00</u>	<u>\$ 2,010,763.85</u>	<u>\$ 136,986.76</u>
FUND BALANCES					
Fund Balance June 30, 1965	\$126,050,171.32	\$ 37,766,538.96	\$ 36,212,073.56	\$ 51,288,061.94	\$ 783,496.86

FLORIDA STATE ROAD DEPARTMENT

STATEMENTS OF CONDITION

JUNE 30, 1966

	Consolidated Funds	Unrestricted Funds	Secondary Funds	Trust Funds	Toll Funds
ASSETS					
Cash:					
Petty Cash Accounts	\$ 42,500.00	\$ 42,500.00	\$.....	\$.....	\$.....
Cash in Banks.....	805,407.93	.....	.....	.....	805,407.93
Cash in Court Registries	16,867,269.93	8,059,334.11	4,174,242.17	4,633,693.65	.....
Cash in State Treasury	29,500,715.69	15,644,821.41	8,688,203.26	5,167,691.02	.....
Investments:					
United States Securities.....	97,547,509.69	28,366,681.93	24,698,472.64	44,016,364.34	465,990.78
Receivables:					
Due from Other Road Funds	NA	2,758,877.31	5,000,000.00	.....	.....
Due from Other Government Units	7,523,381.61	7,523,381.61	.....	.....	.....
Due from Others.....	654,407.70	268,805.39	115,491.68	270,110.63	.....
Inventories and Other Assets:					
Inventories of Materials and Supplies.....	240,154.09	240,154.09	.....	.....	.....
Prepaid Expense Items.....	5,047,149.92	5,047,149.92	.....	.....	.....
Total Assets	<u>\$158,228,496.56</u>	<u>\$ 67,951,705.77</u>	<u>\$ 42,676,409.75</u>	<u>\$ 54,087,859.64</u>	<u>\$ 1,271,398.71</u>
LIABILITIES					
Liabilities:					
Vouchers Payable	\$ 1,581,730.98	\$ 1,018,851.77	\$ 384,121.67	\$ 178,757.54	\$.....
Contracts Retainage	9,582,297.63	7,033,086.27	844,444.53	1,704,766.83	.....
Due to Other Road Funds	NA	5,000,000.00	2,122,149.95	518,269.53	118,457.83
Other Liabilities.....	1,325,883.80	1,243,033.52	28,298.63	54,551.65	.....
Accrued Leave.....	5,157,873.72	5,157,873.72	.....	.....	.....
Total Liabilities.....	<u>\$ 17,647,786.13</u>	<u>\$ 19,452,845.28</u>	<u>\$ 3,379,014.78</u>	<u>\$ 2,456,345.55</u>	<u>\$ 118,457.83</u>
FUND BALANCES					
Fund Balance June 30, 1966.....	\$140,580,710.43	\$ 48,498,860.49	\$ 39,297,394.97	\$ 51,631,514.09	\$ 1,152,940.88

FLORIDA STATE ROAD DEPARTMENT
STATEMENTS OF REVENUE AND EXPENDITURES
FISCAL YEAR ENDED JUNE 30, 1965

	Consolidated Funds	Unrestricted Funds	Secondary Funds	Trust Funds	Toll Funds
REVENUE					
State Sources:					
Motor Fuel Taxes	\$139,156,661.73	\$ 87,360,366.20	\$ 51,796,295.53	\$.....	\$.....
Licenses and Permits	611,884.91	611,884.91	.....	.....	.....
Fines and Penalties	594,904.94	594,904.94	.....	.....	.....
Interest on Investments	3,822,639.58	940,649.50	1,177,039.05	1,704,951.03	.....
Toll Collections	9,838,513.16	.....	.....	.....	9,838,513.16
Contributions from Other Government Units	6,893,084.32	2,992,558.08	357,610.71	2,739,954.89	802,960.64
Reimbursements and Other	8,458,376.52	5,637,138.96	2,811,555.70	9,681.86	.....
Sale of Bonds and Certificates	24,772,520.22	.....	.....	24,772,520.22	.....
Other State Road Funds	NA	1,730,326.29	3,275,726.03	7,343,605.22	5,957,150.04
Federal Sources:					
Interstate Federal Aid	45,260,433.88	45,260,433.88	.....	.....	.....
Regular Federal Aid	42,894,512.00	40,966,668.54	1,927,843.46	.....	.....
Other Federal Aid	592,976.32	592,976.32	.....	.....	.....
Total Revenue	<u>\$282,896,507.58</u>	<u>\$186,687,907.62</u>	<u>\$ 61,346,070.48</u>	<u>\$ 36,570,713.22</u>	<u>\$ 16,598,623.84</u>
EXPENDITURES					
Administration	\$ 5,154,962.56	\$ 5,154,962.56	\$.....	\$.....	\$.....
Capital Outlay—Buildings and Equipment	4,746,526.30	4,746,526.30	.....	.....	.....
Bond and Other Debt Requirements	25,983,131.73	277,806.22	11,696,662.93	90,572.23	13,918,090.35
Maintenance	24,197,003.58	20,152,366.59	4,044,636.99	.....	.....
Toll Facilities Operation and Maintenance	1,724,523.84	.....	.....	.....	1,724,523.84
Contributions to Other Governmental Units	3,102,637.56	3,102,637.56	.....	.....	.....
Interfund Contributions	NA	6,579,215.16	8,296,992.13	2,493,780.67	936,819.62
Service Charges and Other	2,648,073.46	2,648,073.46	.....	.....	.....
Construction and Resurfacing:					
Interstate System	71,627,715.49	71,627,715.49	.....	.....	.....
State Systems	144,599,900.78	64,985,321.29	42,500,916.90	37,113,662.59	.....
Total Expenditures	<u>\$283,784,475.30</u>	<u>\$179,274,624.63</u>	<u>\$ 66,539,208.95</u>	<u>\$ 39,698,015.49</u>	<u>\$ 16,579,433.81</u>

FLORIDA STATE ROAD DEPARTMENT
STATEMENTS OF REVENUE AND EXPENDITURES
FISCAL YEAR ENDED JUNE 30, 1966

	Consolidated Funds	Unrestricted Funds	Secondary Funds	Trust Funds	Toll Funds
REVENUE					
State Sources:					
Motor Fuel Taxes	\$147,998,089.99	\$ 92,950,688.59	\$ 55,047,401.40	\$.....	\$.....
Licenses and Permits	559,580.34	559,580.34	.....	.....	.....
Fines and Penalties	532,462.48	532,462.48	.....	.....	.....
Interest on Investments	4,056,033.08	1,144,660.32	1,003,088.61	1,908,284.15	.....
Toll Collections	10,224,631.83	.....	.....	.....	10,224,631.83
Contributions from Other Government Units	4,611,739.56	3,113,970.36	197,833.48	295,581.62	1,004,354.10
Reimbursements and Other	10,922,220.07	2,934,550.60	3,275,313.66	4,712,355.81	.....
Sale of Bonds and Certificates	34,339,890.55	.....	.....	34,339,890.55	.....
Other State Road Funds	NA	1,962,335.15	3,307,658.37	2,988,765.01	9,184,259.53
Federal Sources:					
Interstate Federal Aid	82,213,812.41*	82,213,812.41	.....	.....	.....
Regular Federal Aid	2,383,009.59	.....	2,383,009.59	.....	.....
Other Federal Aid	3,061.48	3,061.48	.....	.....	.....
Total Revenue	<u>\$297,844,531.38</u>	<u>\$185,415,121.73</u>	<u>\$ 65,214,305.11</u>	<u>\$ 44,244,877.14</u>	<u>\$ 20,413,245.46</u>
EXPENDITURES					
Administration	\$ 5,687,822.23	\$ 5,687,822.23	\$.....	\$.....	\$.....
Capital Outlay—Buildings and Equipment	2,443,902.67	2,443,902.67	.....	.....	.....
Bond and Other Debt Requirements	35,514,751.02	527,795.18	13,537,077.63	4,389,841.49	17,060,036.72
Maintenance	28,201,058.97	21,696,603.74	6,504,455.23	.....	.....
Toll Facilities Operation and Maintenance	1,824,366.36	.....	.....	.....	1,824,366.36
Contributions to Other Governmental Units	3,912,191.22	3,720,735.96	.....	191,455.26	.....
Interfund Contributions	NA	4,563,591.11	8,879,899.76	2,840,128.83	1,159,398.36
Service Charges and Other	2,416,162.39	2,416,162.39	.....	.....	.....
Construction and Resurfacing:					
Interstate System	70,813,149.50	70,813,149.50	.....	.....	.....
State Systems	134,265,219.47	64,577,668.98	33,207,551.08	36,479,999.41	.....
Expenditure Contra	(1,764,631.56)	(1,764,631.56)	.....	.....	.....
Total Expenditures	<u>\$283,313,992.27</u>	<u>\$174,682,800.20</u>	<u>\$ 62,128,983.70</u>	<u>\$ 43,901,424.99</u>	<u>\$ 20,043,801.44</u>

* Federal Aid Primary & Interstate combined on July 1, 1965

FLORIDA STATE ROAD DEPARTMENT
SECONDARY FUNDS
JULY 1, 1964 THROUGH JUNE 30, 1966

County	Fund Balance June 30, 1964	1964-1965		Fund Balance June 30, 1965	1965-1966		Fund Balance June 30, 1966
		Revenue	Expenditures		Revenue	Expenditures	
Alachua	\$ 551,187.17	\$ 1,133,281.87	\$ 1,493,560.85	\$ 190,908.19	\$ 1,344,100.07	\$ 867,382.93	\$ 567,625.33
Baker	116,926.99	274,547.91	158,184.33	233,290.57	281,516.60	370,181.16	144,626.01
Bay	(24,392.45)	945,743.70	881,638.68	39,712.57	1,513,003.78	1,440,584.29	112,132.08
Bradford	238,309.57	324,839.33	246,979.93	316,168.97	325,879.49	492,680.10	149,368.36
Brevard	(268,072.95)	1,030,837.22	672,762.06	90,001.61	1,111,038.40	1,087,749.60	113,290.41
Broward	993,349.09	2,416,818.58	2,764,443.15	645,724.52	2,711,152.75	2,387,526.30	969,550.97
Calhoun	114,932.15	248,281.01	108,971.89	254,241.27	265,245.90	191,805.30	327,681.87
Charlotte	1,016,943.52	573,107.49	892,605.09	697,445.92	595,104.30	722,739.99	569,810.23
Citrus	323,697.54	368,985.07	394,307.79	298,374.82	402,366.89	129,349.58	571,392.13
Clay	507,390.47	466,556.50	191,138.92	782,808.05	484,216.21	580,919.74	686,104.52
Collier	336,609.71	1,383,494.42	1,071,886.12	650,215.01	1,424,438.08	1,333,722.22	740,930.87
Columbia	559,709.47	516,725.88	815,516.45	280,918.90	529,220.99	878,400.98	(88,261.09)
Dade	7,235,647.37	5,826,920.96	7,034,145.17	6,028,423.16	7,014,338.98	4,344,320.61	8,698,441.53
DeSoto	25,121.00	440,189.18	548,969.89	142,751.32	438,779.06	293,229.14	288,301.24
Dixie	135,268.81	319,038.97	186,160.96	340,596.90	229,265.44	379,478.42	
Duval	2,006,950.24	3,527,346.38	5,116,668.82	419,629.80	3,017,109.05	2,807,028.94	629,709.91
Escambia	215,568.13	1,346,124.04	1,416,113.43	100,161.74	1,220,811.18	1,220,811.18	474,220.00
Flagler	421,939.46	286,964.56	476,138.00	232,766.03	331,156.42	280,971.81	282,950.63
Franklin	219,166.02	419,886.12	555,279.04	83,773.10	438,621.15	382,941.18	(39,413.07)
Gadsden	267,279.72	436,289.52	459,332.06	244,237.18	458,682.91	510,932.08	191,988.01
Gilchrist	189,606.32	185,685.60	176,063.20	197,228.72	190,058.72	201,773.30	185,514.14
Glades	497,532.52	429,245.05	371,088.96	555,688.61	459,237.33	781,809.35	233,106.59
Gulf	59,928.77	277,479.48	277,633.75	59,774.50	295,596.37	406,740.14	(51,369.27)
Hamilton	422,168.38	269,809.43	256,663.56	435,314.25	282,148.76	135,736.69	581,726.32
Hardee	301,965.83	417,620.21	569,961.64	149,624.40	422,744.15	354,081.32	218,287.23
Hendry	398,293.04	508,307.92	985,867.15	(79,266.19)	561,607.20	495,974.54	(13,633.53)
Hernando	361,143.03	369,045.22	342,938.01	387,250.24	385,207.92	395,014.95	377,443.21
Highlands	1,451,129.07	664,173.26	412,446.18	1,702,856.15	695,380.43	1,063,521.90	1,334,714.68
Hillsborough	2,116,331.18	2,271,642.96	2,530,580.20	1,857,393.49	2,581,337.76	3,035,085.80	1,403,645.90
Holmes	128,415.32	273,068.62	467,607.11	(66,123.17)	287,510.44	77,609.09	143,778.18
Indian River	172,633.64	371,204.17	489,397.88	54,439.93	425,022.90	291,472.37	187,990.46
Jackson	354,890.96	610,634.84	893,533.85	71,991.95	540,518.86	565,579.28	46,931.53
Jefferson	446,638.19	389,493.22	424,206.16	411,925.25	402,637.68	723,564.27	90,998.66
Lafayette	624,620.15	279,248.43	128,226.43	775,642.15	294,073.15	720,418.66	349,296.64
Lake	461,341.49	1,352,788.26	905,940.22	908,189.53	1,384,767.49	1,283,243.04	1,009,713.98
Lee	426,507.91	845,183.16	995,462.27	276,228.80	901,051.37	688,610.45	488,669.72
Leon	59,383.33	756,683.35	380,267.99	465,798.69	799,796.77	855,496.44	410,099.02
Levy	898,186.43	808,274.71	508,768.29	1,197,692.85	857,378.56	1,417,672.33	637,399.08
Liberty	207,510.05	315,790.58	404,534.05	118,766.58	387,943.99	321,210.09	185,500.48
Madison	629,339.60	434,407.21	154,630.73	909,116.08	458,280.37	551,822.71	815,573.74
Manatee	305,511.49	863,430.81	540,222.62	628,719.68	891,768.47	748,188.14	772,300.01
Marion	44,341.64	1,321,622.07	1,150,671.13	215,492.78	1,395,495.49	928,559.93	682,428.34
Martin	234,433.49	439,397.10	236,243.59	437,587.07	638,166.41	197,877.59	877,875.89
Monroe	2,127,165.27	1,356,120.20	1,986,483.37	1,476,864.10	1,384,038.30	1,701,428.13	1,156,474.27
Nassau	(23,222.21)	35,524.94	34,774.74	18,799.99	419,233.14	332,363.14	104,446.00
Okeechobee	184,773.92	703,246.92	907,832.56	(17,800.72)	740,154.30	703,154.30	19,343.46
Orange	696,663.32	505,208.85	461,717.87	740,154.30	570,251.73	542,723.99	767,682.04
Osceola	872,955.69	1,880,954.27	1,869,735.85	834,174.11	1,768,815.54	1,834,125.20	788,864.45
Palm Beach	671,478.97	980,957.73	976,165.94	676,270.76	929,614.53	1,751,128.82	(145,143.53)
Pasco	2,181,138.59	2,539,110.93	3,058,740.49	1,641,309.03	2,582,215.97	2,905,803.32	1,297,921.68
Pinellas	(100,948.22)	837,149.63	414,172.96	322,028.45	904,153.76	707,890.26	518,291.95
Polk	1,449,288.90	4,720,184.46	5,717,677.15	1,658,451.92	3,474,500.03	4,766,955.41	565,996.54
Putnam	(77,771.57)	2,609,528.17	3,040,771.52	1,018,055.55	2,126,647.10	2,003,474.32	1,141,228.33
St. Johns	27,858.01	740,929.79	663,119.20	105,669.20	610,311.43	394,303.20	291,762.21
St. Lucie	534,835.60	548,222.27	381,525.46	701,532.41	1,363,618.34	568,593.72	900,693.82
Santa Rosa	(13,484.07)	592,106.27	559,661.19	18,961.01	1,087,053.47	955,402.01	833,183.87
Sarasota	762,775.97	721,136.44	929,184.26	554,728.15	625,375.62	434,739.27	209,597.36
Seminole	420,281.88	478,937.40	689,662.26	209,557.02	518,411.69	410,662.43	317,306.28
Sumter	490,296.38	479,381.21	435,551.83	534,125.76	522,696.68	520,947.77	535,874.67
Suwannee	692,075.84	488,239.73	659,901.08	680,414.49	467,158.87	708,326.18	439,247.18
Taylor	248,407.84	550,259.20	658,689.39	139,977.65	882,711.39	408,767.70	613,921.34
Union	106,601.32	242,883.57	149,821.02	199,663.87	260,341.67	176,341.48	283,664.06
Volusia	971,562.46	1,642,548.87	1,895,738.55	718,372.78	1,947,328.29	1,490,272.14	1,175,428.93
Wakulla	10,020.88	262,112.81	185,210.47	86,923.22	278,378.53	440,443.18	(75,141.43)
Walton	(49,597.70)	618,469.80	633,449.20	(64,577.10)	655,780.86	768,311.61	(177,107.85)
Washington	168,338.59	271,025.03	417,958.46	21,405.16	283,571.49	289,694.38	15,282.27
Totals	\$ 41,405,212.03	\$ 61,346,070.48	\$ 66,539,208.95	\$ 36,212,073.56	\$ 65,214,305.11	\$ 62,128,983.70	\$ 39,297,394.97
Less: Interfund Participations			3,275,726.03	8,296,992.13	3,307,658.37	8,879,899.76	
Net Totals			\$ 58,070,344.45	\$ 58,242,216.82		\$ 61,906,646.74	\$ 53,249,083.94

FLORIDA STATE ROAD DEPARTMENT

BOND TRUST FUNDS

JULY 1, 1964 THROUGH JUNE 30, 1966

County	Fund Balance June 30, 1964	1964-1965		Fund Balance June 30, 1965	1965-1966		Fund Balance June 30, 1966
		Revenue	Expenditures		Revenue	Expenditures	
Alachua	\$ 389,093.60	\$ 4,224.30	\$ 263,844.03	\$ 129,473.87	\$ 16,400.00	\$ 140,431.36	\$ 5,442.51
Alachua Acquisition	283,614.47	3,612.09	236,901.50	50,325.06	19,628.47	12,396.09	57,557.44
Alachua F.T.A.C.					507,196.18		507,196.18
Baker		1,490,500.00		1,490,500.00	50,493.72	104,676.61	1,436,317.11
Bay	710,865.69	1,357,525.53	2,028,304.80	40,086.42	27,800.00	67,886.42	
Bay F.T.A.C.					505,085.35	505,085.35	
Bradford	11,501.32		11,501.32			67.04	
Brevard	5,076.45	8,176.75	7,416.33	5,836.87			5,769.83
Brevard Causeway	133,620.36		37,026.19	96,594.17	1,498.49	98,092.66	
Broward Bridge Construction	27,779.25		27,779.25				
Broward Construction #1	3,903,673.37	118,015.63	2,966,330.11	1,055,358.89	488,333.36	864,557.62	679,134.63
Broward Construction #2	1,740,741.91	373,888.57	1,715,621.29	399,009.19	265,198.21	473,524.51	190,682.89
Broward Everglade Parkway		7,695,227.07	1,246,862.40	6,448,364.67	265,010.74	2,972,843.59	3,740,531.82
Clay	1,330,091.61	24,469.83	670,554.68	684,006.76	11,230.84	562,582.15	132,655.45
Collier Everglade Parkway		7,074,069.27	1,662,663.00	5,411,406.27	235,009.68	3,116,807.77	2,529,608.18
Columbia	1,074,155.51	29,987.52	899,992.49	204,150.54	187,700.00	400,365.73	(8,515.19)
Dade F.T.A.C.	334,976.99		(6,342.12)	341,319.11		341,319.11	
Dade Construction	3,427,598.75	116,403.28	4,576.68	3,539,425.35	53,735.20	3,593,160.55	
Dade—36th Street Expressway	14,795.16		(7,643.44)	22,438.60		22,416.11	22.49
Dade General Obligation	2,906,737.87	595,339.90	838,982.18	2,663,095.59		720,216.94	1,950,606.01
Dade East-West Expressway					17,764,555.41	2,676,157.63	15,088,397.78
DeSoto	40.24	26,582.58	26,622.82				
Dixie	1,388,342.48	54,478.82	483,995.93	988,825.37	100,614.02	805,209.26	254,230.13
Duval	44,585.17	2,652,328.78	2,193,537.51	503,376.44	4,664,252.82	5,075,536.37	92,092.89
Escambia Acquisition	685,582.33	18,034.03	10,482.78	693,133.58	13,401.74	706,535.32	
Escambia						6,212.72	(6,212.72)
Franklin	3,266,371.67	102,312.14	2,572,086.46	796,597.35	28,445.41	649,228.31	175,814.45
Gilchrist		835,084.54	162,534.00	672,550.54	26,691.37	438,302.96	260,938.95
Glades	12,740.54		12,740.54				
Gulf					198,600.00	198,600.00	
Hardee	1,008.36		1,008.36				
Highlands	356,999.78	16,581.58	16,630.41	356,950.95	8,413.39	386,826.61	(21,462.27)
Hillsborough	2,176,478.42	128,240.00	1,181,567.28	1,123,151.14	222,914.72	519,225.72	826,840.14
Indian River	14,572.02		19,850.22	(5,278.20)	5,278.20		
Lake		1,590,000.00	469,096.57	1,120,903.43	1,724.92	655,759.37	466,868.98
Lee	1,428,171.96	37,455.05	1,194,039.98	271,587.03	11,483.20	257,064.94	26,005.29
Leon	51,536.92		5,244.96	46,291.96	228.47	23,590.32	22,930.11
Leon—Construction #82		1,365,232.49	269,114.28	1,096,118.21	34,317.94	377,967.29	752,468.86
Leon—S.R.D. State Office Building		5,110,080.82	653,269.15	4,456,811.67	158,850.46	2,909,739.79	1,705,922.34
Levy	997.95			997.95			997.95
Levy—Construction #2	2,946,349.56	51,380.08	1,907,316.33	1,090,413.31	187,535.21	965,132.59	312,815.93
Liberty					1,657,808.26	312,289.99	1,345,518.27
Manatee—Toll Construction	24,013.60		3.50	24,010.10	267.41	115.77	24,161.74
Manatee—Acquisition	155,232.81		68,522.96	86,709.85	638.81	3,624.14	83,724.52
Manatee—Acquisition #81	657,201.86	63,580.76		720,782.62	30,434.00		751,216.62
Marion	151,217.32		37,182.09	114,035.23	2,561.59	1,785.76	114,811.06
Marion—F.T.A.C.					505,505.36		505,505.36
Martin	155,612.50		28,279.00	127,333.50	2,446.72	129,780.22	
Martin—Construction	865,294.13	45,511.08	653,570.54	257,234.67	10,716.41	204,428.81	63,522.27
Monroe					7,898,350.00	354,384.18	7,543,965.82
Nassau	108,647.07	30,671.71	150,689.18	(11,370.40)	11,370.40		
Okaloosa	288,706.09	1,849.59	56,299.40	234,256.28	1,115.25	152,173.40	83,198.13
Orange	254,902.70	1,391.79	182,011.20	74,283.29	514.05	2,314.01	72,483.33
Osceola	2,431,900.03	274,285.40	2,198,192.47	507,992.96	11,848.51	482,890.15	36,951.32
Osceola—Acquisition					1,493,987.50	4,894.07	1,489,093.43

FLORIDA STATE ROAD DEPARTMENT

BOND TRUST FUNDS (Continued)

JULY 1, 1964 THROUGH JUNE 30, 1966

County	Fund Balance June 30, 1964	1964-1965		Fund Balance June 30, 1965	1965-1966		Fund Balance June 30, 1966
		Revenue	Expenditures		Revenue	Expenditures	
Palm Beach	\$ 8,378.70	\$	\$	\$ 8,378.70	\$	\$ 8,378.70	\$
Palm Beach—Construction #1	11,678,013.54	391,907.54	5,077,237.38	6,992,683.70	379,342.18	5,962,114.86	1,409,911.02
Pasco	55,932.89	—	41,421.96	14,510.93	25.00	14,535.93	—
Pasco—Construction #82	—	—	—	—	2,405,778.61	365,004.58	2,040,774.03
Pasco—F.T.A.C.	—	—	—	—	500,000.00	500,000.00	—
Pinellas	3,350,217.64	2,137,471.02	3,722,610.28	1,765,078.38	381,019.12	1,928,297.22	217,800.28
Pinellas Bayway	1,466,301.65	43,271.92	1,258,358.02	251,215.55	1,409.65	138,913.67	113,711.53
Polk	843,291.89	11,384.71	601,472.42	253,204.18	692,066.22	95,448.50	849,821.90
Putnam	24,053.18	—	1,049.99	23,003.19	—	6,212.30	16,790.89
Putnam—Construction #82	646,378.85	18,289.71	18,545.17	646,123.39	15,248.95	24,693.30	636,679.04
St. Johns	7,479.23	—	7,479.23	—	—	—	—
St. Johns—F.T.A.C.	—	—	—	—	505,085.35	505,085.35	—
St. Lucie	55,175.38	—	24,041.71	31,133.67	5,200.00	87.64	36,246.03
St. Lucie—Bridge Construction	1,665.98	—	1,665.98	—	—	—	—
St. Lucie—F.T.A.C.	—	—	—	—	505,085.35	505,085.35	—
Santa Rosa	59,882.47	—	38,738.87	21,143.60	—	21,217.66	(74.06)
Santa Rosa—Road Project	348,179.49	—	123,287.91	224,891.58	—	169.30	224,722.28
Sarasota	326,935.15	9.00	96,510.71	230,433.44	43,123.86	17,621.61	255,935.69
Sarasota—Bridge	740,313.85	21,063.97	547,831.19	213,546.63	1,514.34	215,060.97	—
Seminole	5,250.01	—	—	5,250.01	4,083.74	1.74	9,332.01
Seminole—Construction #2	334,237.33	—	219,239.26	114,998.07	54,180.00	136,534.05	32,644.02
Sumter	643,474.81	5,652.60	517,567.76	131,559.65	52,590.83	154,127.42	30,023.06
Taylor	3,683.34	—	—	3,683.34	—	1.25	3,682.09
Taylor—F.T.A.C.	—	—	—	—	302,016.19	302,016.19	—
Union	—	1,166,014.04	179,933.93	986,680.11	40,956.87	177,643.02	849,993.96
Volusia—Acquisition	55,691.01	—	938.11	54,752.90	228.47	10,768.90	44,212.47
Volusia—Bridge	—	1,478,527.73	61,827.00	1,416,700.73	50,504.44	365,235.04	1,101,970.13
Wakulla	—	—	—	—	505,505.36	16,616.51	488,888.85
Walton	—	—	—	—	700.00	—	700.00
Youth Corps	—	—	—	—	102,293.46	134,354.62	(32,061.16)
Totals	\$ 54,415,364.21	\$ 36,570,713.22	\$ 39,698,015.49	\$ 51,288,061.94	\$ 44,244,877.14	\$ 43,901,424.99	\$ 51,631,514.09
Less: Interfund Transfers		7,343,605.22	2,493,780.67		2,988,765.01	2,840,128.83	
Net Totals		\$ 29,227,108.00	\$ 37,204,234.82		\$ 41,256,112.13	\$ 41,061,296.16	

FLORIDA STATE ROAD DEPARTMENT
TOLL FUNDS
JULY 1, 1964 THROUGH JUNE 30, 1966

Facility	Fund Balance July 1, 1964	1964-1965		Fund Balance June 30, 1965	1965-1966		Fund Balance June 30, 1966
		Revenue	Expenditures*		Revenue	Expenditures*	
Sunshine Skyway.....	\$ 136,825.23	\$ 2,183,845.99	\$ 2,172,797.87	\$ 147,873.35	\$ 5,061,681.65	\$ 4,683,871.90	\$ 525,683.10
Pinellas Bayway.....	14,272.83	2,613,358.33	2,613,976.91	13,654.25	2,963,272.83	2,948,944.54	27,982.54
Jacksonville Expressway.....	377,310.69	7,051,582.98	7,033,788.20	395,105.47	7,179,509.20	7,202,838.09	371,776.58
Ocean Highway & Port Authority.....	27,490.65	636,469.90	637,517.18	26,443.37	674,406.02	674,958.56	25,890.83
Pensacola Beach Bridge.....	32,406.36	210,793.35	212,883.80	30,315.91	227,198.64	226,104.05	31,410.50
Franklin County Ferries.....	.....	39,913.34	39,913.34	.....	35,830.72	35,830.72	.....
Navarre Bridge.....	(5,078.11)	140,652.21	143,483.74	(7,909.64)	167,265.26	167,478.56	(8,122.94)
Dade—36th Street Expressway.....	133,717.08	3,173,992.83	3,163,801.11	143,908.80	3,362,345.43	3,371,695.11	134,559.12
Bryant Patton Bridge.....	.....	.....	.....	.....	148,047.53	146,455.87	1,591.66
Martin County Bridges.....	2,484.72	.....	2,484.72	.....	.....	.....	.....
Manatee County Bridges.....	17,399.11	.....	17,878.04	(478.93)	.....	.....	(478.93)
Canaveral Causeway.....	27,478.27	548,014.91	540,908.90	34,584.28	593,688.18	585,624.04	42,648.42
Totals.....	<u>\$ 764,306.83</u>	<u>\$ 16,598,623.84</u>	<u>\$ 16,579,433.81</u>	<u>\$ 783,496.86</u>	<u>\$ 20,413,245.46</u>	<u>\$ 20,043,801.44</u>	<u>\$ 1,152,940.88</u>
Less: Current Interfund Transfers.....	.....	6,760,110.68	6,760,110.68	.....	10,188,613.63	10,188,613.63	.....
Net Totals.....	.....	\$ 9,838,513.16	\$ 9,819,323.13	.....	\$ 10,224,631.83	\$ 9,855,187.81	.....

*Includes Debt Service

FLORIDA STATE ROAD DEPARTMENT
STATISTICAL STATEMENT SHOWING REVENUES FROM THE SEVERAL SOURCES
SINCE INAUGURATION OF STATE ROAD DEPARTMENT—OCTOBER, 1915 TO JUNE 30, 1966

	15% and 5% General Administrative and Auto License	State Tax Ad Valorem	Federal Government	Gasoline Inspection and Road Maintenance Fund	Gasoline 1c, 2c, 3c, and 4c	Counties Cities and Miscellaneous Revenue	Second Gas Tax; County Gas Tax Surplus; and County 7th Cent Gas Tax	Toll Revenues	Florida State Improvement Commission and County Bond Funds	Total
1915.	\$ 3,646.90	\$	\$	\$	\$	\$	\$	\$	\$	\$ 3,646.90
1916.	30,246.23	21,439.42	278,464.42	175,842.11	9,972.55	238.79	11,111.23	21,678.21	30,246.23	475,390.30
1917.	21,439.42	21,439.42	349,478.45	290,532.41	11,759.19	71,157.76	722,927.81	1,660,546.42	1,660,546.42	1,660,546.42
1918.	278,464.42	278,464.42	499,500.00	694,814.77	209,060.84	17,850.32	239,320.49	228,056.41	111,708.76	2,200,806.36
1919.	349,478.45	349,478.45	671,534.91	643,373.16	490,308.38	55,824.46	601,336.71	580,716.92	580,716.92	3,576,381.51
1920.	499,500.00	499,500.00	1,074,352.71	396,206.19	842,965.84	80,803.14	1,261,845.08	515,988.35	515,988.35	4,511,553.62
1921.	671,534.91	671,534.91	1,394,528.58	427,243.17	830,063.74	91,884.70	1,071,287.04	196,327.06	2,448,855.49	6,708,780.17
1922.	1,074,352.71	1,074,352.71	1,394,528.58	427,243.17	830,063.74	91,884.70	1,071,287.04	196,327.06	2,448,855.49	10,351,197.03
1923.	1,394,528.58	1,394,528.58	2,471,495.80	505,109.94	1,080,574.24	249,308.01	4,355,634.61	1,689,856.43	1,689,856.43	15,906,912.16
1924.	2,471,495.80	2,471,495.80	4,713,662.91	524,426.09	1,007,484.16	410,824.46	8,636,358.93	614,137.61	614,137.61	19,403,095.86
1925.	4,713,662.91	4,713,662.91	4,523,634.31	132,566.97	1,688,401.62	388,688.75	8,243,691.18	4,426,113.03	4,426,113.03	14,130,117.10
1926.	4,523,634.31	4,523,634.31	3,429,339.97	4,649.30	872,513.91	6,770,508.10	3,053,105.82	3,053,105.82	3,053,105.82	11,462,764.79
1927.	3,429,339.97	3,429,339.97	3,462,721.91	122.38	520,766.72	5,855,384.86	1,623,768.92	5,855,384.86	1,623,768.92	9,975,218.89
1928.	3,462,721.91	3,462,721.91	3,376,477.03	283.16	1,230,204.44	4,527,699.18	840,555.08	840,555.08	840,555.08	12,031,470.91
1929.	3,376,477.03	3,376,477.03	3,242,397.78	147.92	2,831,807.33	5,572,259.67	384,858.21	384,858.21	384,858.21	7,200,697.39
1930.	3,242,397.78	3,242,397.78	927.85	7.11	735,557.99	6,350,235.99	113,966.45	113,966.45	113,966.45	9,597,410.76
1931.	927.85	927.85	2,055.02	3.37	3,392,259.89	6,062,535.31	140,557.17	140,557.17	140,557.17	13,154,872.41
1932.	2,055.02	2,055.02	1,376.477.03	5.73	5,996,613.21	6,990,935.43	167,318.04	167,318.04	167,318.04	10,298,333.53
1933.	1,376.477.03	1,376.477.03	1,376.477.03	.90	2,587,674.89	7,656,742.47	53,915.27	53,915.27	53,915.27	12,900,270.88
1934.	1,376.477.03	1,376.477.03	1,376.477.03	3.25	4,355,421.41	8,539,279.15	5,567.07	5,567.07	5,567.07	12,585,657.57
1935.	1,376.477.03	1,376.477.03	1,376.477.03	24.35	3,070,182.52	9,478,380.79	37,069.91	37,069.91	37,069.91	12,814,508.42
1936.	1,376.477.03	1,376.477.03	1,376.477.03	.04	1,968,711.70	9,771,785.53	375,338.82	698,672.33	698,672.33	16,196,332.33
1937.	1,376.477.03	1,376.477.03	1,376.477.03	.05	2,975,513.95	10,423,741.85	203,646.66	2,593,429.82	2,593,429.82	16,853,518.26
1938.	1,376.477.03	1,376.477.03	1,376.477.03	.40	2,568,733.39	11,540,956.72	103,021.70	2,640,806.45	2,640,806.45	19,838,560.75
1939.	1,376.477.03	1,376.477.03	1,376.477.03	.40	1,996,813.36	14,006,948.49	3,704.49	3,831,094.01	3,831,094.01	14,342,415.17
1940.	1,376.477.03	1,376.477.03	1,376.477.03	.20	5,100,180.56	11,545,557.87	43,556.26	549,318.98	549,318.98	17,248,613.87
1941.	1,376.477.03	1,376.477.03	1,376.477.03	.20	6,317,924.83	12,377,431.56	77,055.65	842,393.58	842,393.58	19,614,805.62
1942.	1,376.477.03	1,376.477.03	1,376.477.03	.20	1,390,512.18	14,563,291.98	111,615.18	1,107,359.23	1,107,359.23	17,172,778.57
1943.	1,376.477.03	1,376.477.03	1,376.477.03	.20	1,416,195.26	20,507,036.27	319,710.19	3,212,607.43	3,212,607.43	25,455,549.15
1944.	1,376.477.03	1,376.477.03	1,376.477.03	.20	3,926,657.71	23,374,844.59	298,209.00	3,291,228.35	3,291,228.35	30,923,459.26
1945.	1,376.477.03	1,376.477.03	1,376.477.03	.20	4,882,801.95	25,402,567.61	436,852.87	4,120,026.19	4,120,026.19	43,034,908.46
1946.	1,376.477.03	1,376.477.03	1,376.477.03	.20	4,098,503.97	27,541,817.48	245,407.87	5,205,440.15	6,770.50	8,192,659.84
1947.	1,376.477.03	1,376.477.03	1,376.477.03	.20	6,628,239.09	31,194,684.53	403,724.21	12,185,391.74	25,102.06	(307,311.06)
1948.	1,376.477.03	1,376.477.03	1,376.477.03	.20	9,628,816.43	34,264,319.85	616,203.61	13,957,870.00	13,957,870.00	26,370,248.56
1949.	1,376.477.03	1,376.477.03	1,376.477.03	.20	6,752,210.23	37,943,236.00	541,461.04	16,233,029.12	1,127,426.12	78,615,753.52
1950.	1,376.477.03	1,376.477.03	1,376.477.03	.20	6,701,705.40	40,989,220.48	700,772.05	18,704,394.42	1,267,014.25	(510,775.00)
1951.	1,376.477.03	1,376.477.03	1,376.477.03	.20	9,572,261.46	44,074,343.93	693,508.28	20,594,464.49	1,972,789.16	27,979,939.83
1952.	1,376.477.03	1,376.477.03	1,376.477.03	.20	12,700,621.07	48,757,649.25	768,954.81	23,984,002.77	3,626,480.87	(174,842.75)
1953.	1,376.477.03	1,376.477.03	1,376.477.03	.20	6,211,980.84	28,165,151.18	1,186,355.09	14,703,306.11	2,169,156.60	76,732,524.57
1954.	1,376.477.03	1,376.477.03	1,376.477.03	.20	19,362,730.70	56,690,190.83	5,273,205.26	31,493,468.34	4,375,319.88	112,850,793.61
1955.	1,376.477.03	1,376.477.03	1,376.477.03	.20	20,946,657.94	60,166,058.35	10,401,566.33	33,184,375.65	4,866,167.82	48,692,648.18
To June 30, 1956.					58,955,575.64	64,360,354.20	4,848,989.01	34,916,502.40	5,371,917.57	4,375,319.88
Fiscal Year 1956-57					75,525,274.17	68,683,987.24	13,114,408.37	38,480,920.48	5,205,367.09	4,050,295.56
1956.					74,389,678.82	70,676,249.18	6,594,884.39	40,408,343.13	6,182,704.26	4,050,295.56
1957-1958.					38,174,343.90	73,416,891.62	9,282,058.84	42,588,081.43	7,341,422.46	21,775,708.50
1958-1959.					57,063,876.58	77,887,223.65	13,686,461.71	45,167,919.38	8,697,466.65	210,863,832.26
1959-1960.					99,656,018.05	81,732,287.59	17,697,449.74	48,319,546.96	9,711,846.51	224,447,667.94
1960-1961.					88,747,922.20	87,360,366.20	20,380,890.27	51,796,295.53	9,838,513.16	7,330,519.09
1961-1962.					84,599,883.48	92,950,688.59	20,682,035.53	55,047,401.40	10,224,631.83	24,772,520.22
1962-1963.										34,339,890.55
1963-1964.										297,844,531.38
1964-1965.										
1965-1966.										
	\$ 31,267,121.68	\$ 4,219,755.85	\$745,674,092.79	\$ 1,491,529.18	\$1,284,446,692.17	\$144,702,180.34	\$571,072,286.85	\$ 85,315,570.38	\$270,202,924.22	\$3,138,392,153.46

FLORIDA STATE ROAD DEPARTMENT
 STATISTICAL STATEMENT OF CONSTRUCTION AND MAINTENANCE COSTS
 SINCE INAUGURATION OF STATE ROAD DEPARTMENT
 OCTOBER, 1915 TO JUNE 30, 1966

	Construction of Roads and Bridges	Maintenance of Roads and Bridges	Total
Year 1915.....	\$	\$	\$
Year 1916.....	61,026.67	40,757.62	101,784.29
Year 1917.....	350,884.15	126,295.60	477,179.75
Year 1918.....	684,433.86	241,160.27	925,594.13
Year 1919.....	1,105,120.58	378,663.06	1,483,783.64
Year 1920.....	2,575,265.01	172,054.58	2,747,319.59
Year 1921.....	3,293,744.81	423,823.10	3,717,567.91
Year 1922.....	5,692,410.26	516,975.44	6,209,385.70
Year 1923.....	6,770,254.26	753,424.96	7,523,679.22
Year 1924.....	10,448,845.94	1,851,231.57	12,300,077.51
Year 1925.....	19,294,836.34	2,555,025.74	21,849,862.08
Year 1926.....	11,383,282.51	1,895,804.86	13,279,087.37
Year 1927.....	7,941,678.87	1,415,921.12	9,357,599.99
Year 1928.....	6,929,389.31	1,604,926.34	8,534,315.65
Year 1929.....	8,785,160.31	2,586,055.52	11,371,215.83
Year 1930.....	4,784,137.08	2,273,469.03	7,057,606.11
Year 1931.....	20,293,388.25	2,801,955.65	23,095,343.90
Year 1932.....	9,287,943.54	3,569,846.32	12,857,789.86
Year 1933.....	7,650,467.99	3,702,047.02	11,352,515.01
Year 1934.....	9,664,736.28	4,341,152.99	14,005,889.27
Year 1935.....	7,665,828.32	3,577,098.10	11,242,926.42
Year 1936.....	6,056,929.36	3,015,808.46	9,072,737.82
Year 1937.....	10,768,950.22	3,256,951.43	14,025,901.65
Year 1938.....	12,662,271.25	4,176,638.37	16,838,909.62
Year 1939.....	11,560,160.91	3,845,764.98	15,405,925.89
Year 1940.....	9,085,907.64	2,843,899.75	11,929,807.39
Year 1941.....	11,682,484.10	2,903,123.80	14,585,607.90
Year 1942.....	13,369,583.47	3,197,769.43	16,567,352.90
Year 1943.....	9,138,007.96	3,714,095.81	12,852,103.77
Year 1944.....	13,770,912.29	4,544,560.15	18,315,472.44
Year 1945.....	43,261,081.04	(4,631,926.38)	38,629,154.66
Year 1946.....	33,344,680.32	8,404,102.73	41,748,783.05
Year 1947.....	24,334,555.01	7,739,726.64	32,074,281.65
Year 1948.....	39,556,899.74	9,044,089.41	48,600,989.15
Year 1949.....	59,602,172.26	11,466,145.65	71,068,317.91
Year 1950.....	60,859,218.79	10,784,723.78	71,643,942.57
Year 1951.....	4,667,500.06	11,587,755.93	16,255,255.99
Year 1952.....	66,506,246.03	14,399,275.64	80,905,521.67
Year 1953.....	69,246,268.13	13,417,676.45	82,663,944.58
Year 1954.....	34,068,622.38	6,615,520.30	40,684,142.68
Year 1955.....	99,061,645.90	13,590,479.25	112,652,125.15
To June 30, 1956.....	109,951,714.25	16,611,917.74	126,563,631.99
1956-1957.....	148,922,223.05	17,000,840.60	165,923,063.65
1957-1958.....	179,703,986.41	17,839,250.89	197,543,237.30
1958-1959.....	157,884,521.55	19,979,545.19	177,864,066.74
1959-1960.....	126,889,822.57	19,499,164.73	146,388,987.30
1960-1961.....	156,436,708.16	21,110,536.41	177,547,244.57
1961-1962.....	200,839,456.04	24,340,256.90	225,179,712.94
1962-1963.....	216,227,616.27	24,661,410.89	240,889,027.16
1963-1964.....	206,757,013.21	27,071,239.99	233,828,253.20
Totals.....	\$2,280,879,992.71	\$ 356,858,033.81	\$2,637,738,026.52

FLORIDA STATE ROAD DEPARTMENT
STATEMENT OF ROAD DEPARTMENT OFFICE BUILDING AND ROAD AND BRIDGE LEASE-PURCHASE AGREEMENTS
PRIMARY, SECONDARY 80% SURPLUS GAS TAX AND PARTICIPATION ISSUES
JULY 1, 1964 TO JUNE 30, 1966

County	Description	Date of Bond Issue	Balance June 30, 1964	1964-1965		Balance June 30, 1965	1965-1966		Balance June 30, 1966
				Additional Lease-Purchase Agreements	Principal and Interest to Maturity		Additional Lease-Purchase Agreements	Principal and Interest to Maturity	
Alachua	Roads	2-1-60	\$ 1,522,738.43	\$ 276,759.85	\$ 1,245,978.58	\$ 296,646.25	\$ 949,332.33		
Alachua	Roads	8-1-63	274,922.95	93,553.55	181,369.40	72,241.58	109,127.82		
Baker	Roads	5-1-54	(2,448.39)	(2,448.39)					
Baker	Roads	2-1-65		2,312,960.00	89,158.23	2,223,801.77	96,671.73	2,127,130.04	
Bay	Roads	3-1-59	369,829.29	103,152.13	266,677.16	79,556.39	187,120.77		
Bay	Roads	3-1-63	1,472,296.78	118,763.27	1,353,535.51	148,401.25	1,205,134.26		
Bradford	Roads	10-1-60	2,530,035.80	96,378.37	2,433,657.43	97,628.00	2,336,029.43		
Brevard	Roads—U. S. 1	5-1-54	4,885,493.37	205,892.66	4,679,600.71	194,058.83	4,485,541.88		
Brevard	Roads	11-1-59	6,815,752.02	752,324.75	6,063,427.27	611,866.28	5,451,560.99		
Broward—City of Fort Lauderdale	Tenth Street Causeway	10-1-38	32,280.00	9,040.00	23,240.00	8,720.00	14,520.00		
Broward	Roads and Bridges	8-1-62	11,831,709.31	565,910.23	11,265,799.03	563,105.14	10,702,693.94		
Broward—Collier	Everglades Parkway	12-1-63	(820,767.85)	29,455,825.00	3,123,987.77	25,511,069.38	205,765.48	25,305,303.90	
Calhoun	Blountstown Bridge	3-1-36	171,000.00	31,000.00	140,000.00	30,000.00	110,000.00		
Charlotte	Roads	8-1-58	1,000,750.51	126,208.67	874,541.84	126,387.11	748,154.73		
Clay	Roads	2-1-62	2,600,691.47	113,395.32	2,487,296.15	114,213.76	2,373,082.39		
Columbia	Roads	2-1-66				72,422.73	(72,422.73)		
Dade	Roads and Bridges	12-1-61	2,928,865.75	127,621.52	2,801,244.23	126,459.58	2,674,784.65		
DeSoto	Roads	2-1-59; 2-1-65	35,367,291.68	1,925,323.52	33,441,968.16	33,756,731.25	9,762,302.82	57,436,396.59	
Dixie	Roads and Bridges	1-1-58	2,098,557.40	131,179.12	1,967,378.28	131,792.93	1,835,585.35		
Duval	Jacksonville Expressway	4-1-63	2,238,195.70	86,345.26	2,151,850.44	81,696.22	2,070,154.22		
Duval—Nassau	Jacksonville Expressway	1-1-57	109,825,135.97	109,825,135.97					
	Ocean Highway	10-1-63	286,055,650.00	14,193,178.34	271,862,471.66	6,913,970.42	264,948,581.04		
Escambia	Roads	11-1-51	6,431,178.64	230,419.06	6,200,759.58	249,887.70	5,950,871.66		
Escambia	Pensacola Beach Bridge	10-1-47	786,573.13	149,283.93	537,285.20	152,224.26	485,064.94		
Escambia	Roads	7-1-58	486,879.02	164,990.99	321,888.03	151,754.24	170,133.79		
Flagler	Roads	10-1-62	606,818.42	27,966.29	578,852.13	586,817.43	(7,965,30)		
Franklin	Roads—U. S. 1	5-1-54	1,777,233.18	79,949.41	1,697,283.77	78,701.46	1,618,582.31		
Bryant—Patton Bridge	Roads	10-1-63	5,071,958.68	90,943.36	4,981,015.32	143,697.01	4,837,318.31		
Gilchrist	Roads	2-1-64	(43,931.45)	1,281,270.00	64,064.63	48,632.63	48,632.63	1,124,641.29	
Glades	Roads	10-1-58	2,285,343.73	119,342.40	2,166,001.33	113,851.74	2,052,149.59		
Gulf	Roads	10-1-59	781,021.25	78,066.06	702,953.19	78,258.58	624,694.61		
Gulf	Roads	12-1-65				64,928.63	170,171.37		
Hardee	Roads	6-1-60	2,639,146.78	10,969.65	2,534,177.13	102,919.98	2,431,257.15		
Hendry	Roads	10-1-58	4,044,750.27	182,919.37	3,861,830.90	172,929.24	3,688,901.66		
Highlands	Roads	8-1-60	1,814,304.29	188,551.84	1,625,752.45	178,685.86	1,447,066.59		
Hillsborough	Roads	9-1-60	23,323,399.18	767,913.87	22,555,485.31	844,739.04	21,710,746.27		
Indian River	Roads and Bridges	9-1-62	181,653.30	94,775.47	86,877.83	84,821.79	2,056.04		
Lake	Roads	10-1-64		1,725,970.00	334,107.41	1,391,862.59	349,939.42	1,041,923.17	
Lee	Roads and Bridges	10-1-58; 10-1-61	4,579,816.95	213,693.11	4,366,123.20	210,248.20	4,155,875.64		
Leon	Roads	4-1-61	2,583,872.26	2,368,829.01	215,043.25	216,470.95	(1,427,70)		
Leon	Roads	5-1-64		6,336,255.00	484,631.87	5,851,623.33	218,136.74	5,633,486.59	
Levy	Roads	2-1-62	5,216,874.63	211,820.51	5,005,054.12	208,443.87	4,796,610.25		
Liberty	Roads	5-1-54	307,024.93	73,554.85	233,470.08	233,470.08			
Liberty	Roads	8-1-65				2,836,805.00	151,004.99	2,685,800.01	
Manatee	Bridge	8-1-53	1,672,497.81	1,672,497.81					
Manatee	Roads	12-1-63	7,467,204.92	222,781.72	7,244,423.20	191,881.58	7,052,541.62		
Marion	Roads	6-1-66	1,544,112.09	247,006.30	1,297,105.79	251,989.09	1,045,116.70		
Martin	Roads and Bridges	5-1-53	4,268,209.15	100,868.96	4,167,340.19	120,879.70	4,046,460.49		
Nassau	Roads and Bridges	12-1-65				500,685.65	12,901,689.35		
Okaloosa	Roads	8-1-54	1,011,295.18	103,222.24	908,072.94	105,067.03	803,005.91		
Orange	Roads	12-1-61	1,638,337.81	92,503.95	1,545,833.86	98,910.64	1,446,923.22		
Orange	Roads	2-1-60	4,247,492.24	120,436.69	4,127,055.55	116,245.75	4,010,809.80		
Osceola	Roads	8-1-62	3,078,651.80	301,549.90	2,777,101.18	256,503.49	2,520,597.69		
Osceola	Roads	12-1-62	3,372,873.15	201,495.49	3,171,377.66	194,230.04	2,977,147.62		
Palm Beach	Roads	10-1-65				2,340,495.00	158,868.99	2,181,626.01	
Palm Beach	Singer Island Bridge	10-1-47	165,198.24	41,020.02	124,178.22	41,011.66	83,166.56		
Palm Beach	Roads and Bridges	2-1-63	23,802,515.86	1,653,414.38	22,149,101.48	1,748,941.99	20,400,159.49		
Palm Beach	Eighth Street Bridge	3-1-48	97,497.50	14,827.80	82,670.00	15,437.50	67,232.50		
Pasco	Roads	10-1-59	6,176,694.44	219,312.61	5,957,381.83	5,960,186.83	(2,805.00)		
Pasco	Roads	10-1-65				447,511.36	8,883,608.64		

FLORIDA STATE ROAD DEPARTMENT
 STATEMENT OF ROAD DEPARTMENT OFFICE BUILDING AND ROAD AND BRIDGE LEASE-PURCHASE AGREEMENTS
 PRIMARY, SECONDARY 80% SURPLUS GAS TAX AND PARTICIPATION ISSUES (Continued)
 JULY 1, 1964 TO JUNE 30, 1966

County	Description	Date of Bond Issue	Balance June 30, 1964	1964-1965		1965-1966		Balance June 30, 1966
				Additional Lease-Purchase Agreements Principal and Interest to Maturity	Sinking Fund Payments Investment Interest Refunds to S. R. D.	Additional Lease-Purchase Agreements Principal and Interest to Maturity	Sinking Fund Payments Investment Interest Refunds to S. R. D.	
Pinellas and Manatee.	Lower Tampa Bay.	9-1-51	\$ 10,475,718.53	\$	\$ 3,021,483.73	\$ 7,454,234.80	\$	\$ 7,456,740.16
Pinellas	Roads.	6-1-60	31,245,972.22	882,693.34	30,363,278.88	30,195,944.08	32,135,592.50	(32,665.20)
Pinellas	Bayway—Refinanced.	6-1-65	—	—	—	2,155,953.38	2,155,953.38	29,979,639.12
Polk	Roads.	7-1-59	14,609,926.99	10,790,152.49	3,819,774.50	3,838,138.75	(18,364.25)	—
Polk	Refunding.	7-1-64	—	16,280,045.00	1,762,699.67	14,517,345.33	1,081,314.59	13,436,030.74
Putnam	Roads.	9-1-63	3,989,033.42	145,078.22	3,843,955.20	136,072.33	3,707,882.87	—
St. Johns—City of St. Augustine.	Bridge of Lions.	1-1-45	270,321.59	87,453.98	182,867.61	82,131.89	100,735.72	—
St. Johns.	Roads—U.S. 1.	5-1-54	4,992,385.00	172,531.95	4,819,853.05	179,061.10	4,640,791.95	—
St. Lucie.	Roads.	2-1-58	889,724.20	81,028.66	808,695.60	84,292.46	724,403.14	—
Santa Rosa.	Roads.	7-1-59	1,054,979.50	106,647.29	948,332.21	109,345.18	838,987.03	—
Santa Rosa.	Bridges.	7-1-58	2,871,174.51	127,691.98	2,743,482.53	129,974.75	2,613,507.78	—
Sarasota.	Roads.	5-1-62	1,212,995.14	62,362.50	1,150,632.64	65,769.13	1,084,863.51	—
Seminole.	Roads.	10-1-59	3,967,639.73	156,174.65	3,811,465.08	148,767.09	3,662,697.99	—
Sunter.	Roads.	10-1-58	566,654.09	144,334.49	422,319.60	129,138.32	293,181.28	—
Taylor.	Roads.	8-1-62	1,874,472.78	84,434.85	1,790,037.93	85,420.04	1,704,617.89	—
Union.	Roads.	8-1-58	394,693.82	146,159.52	248,534.30	120,449.86	128,084.44	—
Union.	Roads.	11-1-54	(38,256.71)	(38,256.71)	—	—	—	—
Volusia.	Ormond Beach Bridge.	4-1-64	—	1,837,865.00	125,302.43	1,712,562.57	60,751.89	1,651,810.68
Volusia.	New Smyrna Beach Bridge.	10-1-50	764,093.50	42,651.00	721,442.50	42,995.50	678,447.00	—
East Volusia.	Ormond Beach Bridge.	5-1-52	470,000.00	30,000.00	440,000.00	30,000.00	410,000.00	—
Volusia.	Roads—U.S. 1.	5-1-54	10,074,732.24	424,705.06	9,650,027.18	434,070.40	9,215,956.78	—
Volusia.	Roads.	7-1-59	1,397,015.62	212,163.75	1,184,851.87	205,879.73	978,972.14	—
Walton.	Roads and Bridges.	7-1-64	—	—	—	2,235,375.00	85,870.00	2,149,505.00
State Road Department.	Roads.	8-1-58	379,233.53	83,709.13	295,524.40	75,504.10	220,020.30	—
	Office Building.	10-1-64	—	3,807,000.00	179,519.53	3,627,480.47	335,721.04	3,291,759.43
Total Primary, 80% Secondary Surplus Gas Tax and Toll.			\$ 398,021,338.61	\$ 349,092,840.00	\$ 161,844,314.11	\$ 585,269,864.50	\$ 96,273,593.75	\$ 599,491,330.42

Statement of Road and Bridge Lease-Purchase Agreements
 Secondary 20% Surplus Gas Tax and Toll Participation Issues
 July 1, 1964 To June 30, 1966

Brevard	Canaveral Causeway.	11-1-61	\$ 8,138,168.22	\$	\$ 398,588.49	\$ 7,739,579.73	\$	\$ 489,134.78	\$ 7,250,444.95
Broward	Roads.	8-1-62	3,588,571.47	—	135,186.06	3,453,385.41	128,478.75	3,324,906.66	—
Clay.	Roads.	2-1-66	—	—	—	—	33,042.84	(33,042.84)	—
Martin.	Roads.	12-1-61	920,487.46	—	22,438.92	988,048.54	28,589.58	869,458.96	—
Nassau.	Roads.	2-1-64	111,275.25	—	23,253.08	88,022.17	28,034.67	59,987.50	—
St. Lucie.	Roads.	2-1-62	336,104.20	—	36,425.92	299,678.28	32,137.19	267,541.09	—
Sarasota.	Bridges.	10-1-63	825,489.42	—	41,640.75	783,848.67	31,768.67	752,080.00	—
Total Secondary 20% Surplus Gas Tax and Toll.			\$ 13,920,096.02	\$	\$ 657,533.22	\$ 13,262,562.80	\$	\$ 771,186.48	\$ 12,491,376.32
Total Lease-Purchase Agreements.			\$ 411,941,434.63	\$ 349,092,840.00	\$ 162,501,847.33	\$ 598,532,427.30	\$ 96,273,593.75	\$ 82,823,314.31	\$ 611,982,706.74